


HISTORY OF DERRY TOWNSHIP



1952

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PREFACE

The History of Derry Township is one of the first books ever to be published in this area which is devoted entirely to the interesting past of this township. In this book, an attempt has been made to give the general history of the township as a whole and of many small communities, parks, and points of interest in detail. The information compiled for this book came from several sources: 1. interviews with the older citizens of this area, 2. through books and pamphlets which contain old articles relating to Derry Township, 3. through the use of historical textbooks from the Greensburg Court House, 4. through old newspapers, 5. through old records, deeds, and legal papers.

The members of the Derry Township History Club compiled all the above information for this project. Several objectives were realized in the work of this project: 1. stimulating and motivating student interest in the field of local history, 2. creating closer relation between school and community through interviews and contacts, 3. creating a community interest in local history, 4. creating a wider range of personal experience for students of the Derry Township High School.

I wish to acknowledge with thanks the following people who contributed their time and energy in helping to make this book a success:

Rose Marie DiMinno, chairman of this project, and president of the club.
Members of the History Club.

Mrs. Nell Marie Kist, Commercial teacher.
Senior Commercial students.

The first proof-reading and the final typing for this book was done by Senior Commercial Students under the direction of Mrs. Nell Marie Kist.

Every effort was made in eliminating the possibility of errors in this history.

JOHN LEONARD PILATO,
History Club Sponsor

DERRY TOWNSHIP

Derry Township, the largest township in area in Westmoreland County, was organized by the Court of Quarter Sessions in April, 1773, and was the first township established within the county after it was originally chartered. The need for its formation had not, however, grown out of a recent immigration to the area, for there were citizens within its boundaries who had occupied their lands since before 1769 when the land-office was opened. Earlier in 1773 when Westmoreland County was organized, that part of Derry Township bordering on Hempfield was more thickly settled in some parts than in any other interior sections of the same size in the county.

The boundaries were described by the court as follows:

"Beginning at the Loyalhanna; thence along the line of Fairfield township till it strikes Blacklick; then along down Two Lick till it strikes Conemaugh; then down the Conemaugh till it strikes Kiskiminitas; then up the Loyalhanna to the place of beginning."

However, the formation of Indiana County and of the township of Loyalhanna greatly cut down the area of Derry Township, so that today the boundaries have been changed until they are as follows:

NORTH: The Conemaugh River, which separates Westmoreland from Indiana County.

EAST: The townships of Fairfield to the north and Ligonier to the south, the dividing line being the Chestnut Ridge.

SOUTHWEST: The townships of Unity and Salem, marked by the natural boundary of the Loyalhanna River.

NORTHWEST: The township of Loyalhanna.

There are few districts in the county which can boast of so much interesting early history as Derry Township. Its location was one that was exposed to the raids and plunderings of the Indians from the earliest times down to but a very short period before the Revolution. The old military road which ran directly through it, the old trails along the streams where the savages passed, the heavy woods to the north in the county, and the river to the north which formed the borderline of civilization and settlement—these make its location one of extreme danger when there was danger at all. Besides this, the annoyance to the early settlers from wild animals and reptiles appears to have been of a more serious character than in most any other part of the country.

There were three incorporated boroughs in Derry Township; namely, Latrobe, New Alexandria, and Derry. There was one other (Livermore) but it was recently torn down as a result of the Conemaugh Dam Project.

The first settlement in Derry Township was almost the earliest in the county. Some of the soldiers who came west with Forbes' army settled here as early as 1762. Some of them were here when Pontiac's War began in 1763. John Pomroy was practically the first settler here. He was a farmer in Cumberland Valley. He came from a Scotch Irish descent. He heard of this land from

soldiers of Forbes' Army and decided to leave the Cumberland Valley and come here. He came West with Forbes' Army and stopped at Fort Ligonier where he had relatives who were afraid of the Indians there. He then crossed the Chestnut Ridge, selected land, and built a crude log cabin. James Wilson, another white man, came a little later. These two pieces of land are near what is now called New Derry. These men lived on corn, potatoes, wheat and rye which they raised after clearing the land. They met another man named Dunlap while exploring nearby lands. This man came to buy furs and skins from the Indians.

Pomroy heard that the Indians loved knives, beads, rum, etc., and so he became well supplied with these. He also bartered with the Indians for furs. When the Indians drank the rum, they decided they wanted more. After several rum parties, the Indians began to see the light. In order that the white man's interests could be watched, the Indians decided that one of the members of the tribe was to drink nothing. Two years later Pomroy and Wilson went back East and brought back wives. Pomroy's wife was Isabel Barr, daughter of a neighbor in Cumberland Valley, who also migrated to Derry Township. These two women were the first in Derry Township, as well as Western Pennsylvania. James and Alexander Barr, William Guthrie, Richard Wallace, and a few others came with him too.

George Findley settled very early in the same community. He was a new neighbor of Pomroy and Wilson.

Samuel Craig settled here about 1770; he purchased a large farm on the Loyalhanna where the Crabtree Run flows into it. He entered the Revolutionary War and was with Washington in several incidents. He had three sons in the Revolutionary War; namely, Samuel, John and Alexander. When returning home, he fought against Indians. He also held some military offices among the Home Guard. These duties called him to Fort Ligonier. He began his duties after leaving and was never heard of again. His horse was found with eight bullet holes in it at Chestnut Ridge.

Alexander had his hair shot from his head by the enemy during the Revolutionary War. In 1793, he was made colonel in the militia and later elevated to the rank of brigadier in 1807 and once again in 1811. Better known as Captain Craig, he along with the Wilsons, Wallace, Sloans, and Shields formed a very strong group of fighting men and defended the settlers of Derry Township against the vicious Indians. He was buried at Congruity churchyard. Eight miles from Greensburg, John, his brother, bought a farm at Freeport and died at the age of ninety-five.

Two early forts at Derry Township were Fort Barr and Fort Wallace. They were built to protect the settlers from the Indians and were used later in Dunmores War. Fort Barr was about one mile north of New Derry. Fort Wallace was about five miles away, built on a farm owned by a man named Wallace, on McGee's Run. Craigs Fort came a little later on the Loyalhanna along with the fort on Shield's land near Hannastown. These forts were built for the same purpose as Fort Barr and Fort Wallace. A signal of three rifle shots sent the

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men to these forts to protect their families and homes. James Wilson was one of the foremost men in Derry Township. He had a farm near New Derry of about eight hundred acres. This land today is very valuable. He lived there until his death in 1820. Over six feet tall, he was very straight and active. His remains, along with those of his wife and married daughter, a Mrs. Knott, were buried on a farm near their home. Pomroy and Wallace lost their friendship at death. Wallace, as a great military leader, and Pomroy as one of the five commissioners appointed by the Act of Assembly in 1785, were to locate a county seat which resulted in a part of Greensburg. When Alexander Allison was on the bench, Pomroy was an associate judge and served for many years in that capacity. His brother, Francis Pomroy, also was a prominent leader in civil life.

William Guthrie, another migrant, was an early settler in Derry Township. When the land office opened in 1769, he made an application for land which his descendants kept almost continually. He was made a militia officer in 1794. His son served in the War of 1812. In 1799, William Guthrie built a house of stone on his farm. Other settlers in the Derry Township area were Joseph Pounds, William Smith, Alexander McCurdy, Daniel McKison, Alexander Taylor, John Lytle, Daniel Elgin, Conrad Rice, and others.

Derry Township was laid open to Indian attacks as they came down from the North. Wild animals also were a constant menace and bocher. Sheep were often carried off by wolves and the hogs had to be penned in nearly all year round. Some of the wild animals making their appearance in this area were the panthers, catamounts, wolves and foxes.

General Alexander Craig, another one of Derry Township's important settlers, was born November 20, 1775. He married a Jane Clark. In 1793, he was made lieutenant colonel of the militia. In 1807, he was raised in rank to brigadier general, and again in 1811. When the War of 1812 broke out, he said, "I have but one son, and he is too delicate to perform military duties, but if I can be of any use though growing old, I am willing to enlist." After trouble with Indians was over, he often met with them on friendly terms. He was a surveyor by trade. He was once an agent for Governor Mifflin. Craig was a fond reader and had a good memory. His death came October 20, 1832 and he was buried at Congruity Cemetery.

Allison, another settler, lived near Loyalhanna. Thomas Culvertson built the first stone house in this part of Derry Township. Hugus, another settler, is said to have had the first male child in Derry Township. Hugh Cannon was one of the first settlers in Derry Station. He lived until 1818. The greatest natural curiosity in Derry Township is the "Bear Cave." This cave is located very near Hillside Station on the Pennsylvania Railroad. There are forty different rooms in this cavern.

Derry Township early schools were built of logs. Until 1825 there was not a single frame school house in this area. Desks were fastened around the wall, seats called "peg seats", without backs, were found in the early school buildings. Tawny Hill was one of the earliest teachers on record in this Township. James

McCalland, after adoption of the free school law, opened the school with a prayer. Bible classes were held each day. The New Testament was read four times daily. Shorter Catechisms was the leading text book. Punishment in school for poor behavior, was to learn verses from the Bible. The Roman Catholic Church was built on a small site in Derry Township in 1856. Reverend Alto of Saint Vincent was pastor until 1861. He was succeeded by Reverend T. Kearnett.

TELLS OF BOYHOOD DAYS NEAR HERE

BY J. H. PERSHING, D. D.

Greensburg, Pa.

"I have been frequently asked by a number of Latrobe and Derry Township residents to write another chapter of reminiscences prior to and during my boyhood days in Derry Township. To make this article as interesting as I can, I shall not undertake the use of flowery language or attempt to give it a logical connection, but give the facts either as I saw them or as they were given to me.

The first and most important part of my boyhood days was the construction of the Pennsylvania Railroad that was made through my father's farm where Bradenville now is. The civil engineers boarded at our place on different occasions from 1849 to 1852. The first passenger train which had officers on board for the first inspection was in November 1852. It was a "midgit" of an engine and one small passenger car, compared with the large engines and passenger cars of today. The people from the entire country-side came to see it. The news of its coming was, that it was to put in an appearance at about 10 o'clock a.m., but to the chagrin of at least the minority of the congregated patrons, it did not come in sight until nearly 5 p. m.

It was very much desired upon the part of Mr. Latrobe, of Baltimore, Md., for whom the present town of Latrobe was named, who, with Mr. Leiffer of Philadelphia, was one of the civil engineers, that the town be made the terminus of one of the local semi-divisions of the railroad between Philadelphia and Pittsburgh.

The lack of suitable level land adjacent to the location at Latrobe for sidetracks was not to be had, the result of which was that Derry, four miles east of Latrobe, having the qualifications required, the terminus was placed there, and the station, the town and postoffice called Derry. That was the name of the Township, in honor of Derry, in Ireland.

My father, Isaac Pershing, Esq., was, through the generosity of the officers of the Pennsylvania Railroad Company, appointed the first ticket and freight agent at Bradenville. He, being a busy and well-to-do farmer, could not accept the position and recommended William Braden, who was the first postmaster and for whom the postoffice at Bradenville was named, secured the position.

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The salary at first was on commission and did not exceed the salary of some of the school teachers in those days who boarded 'round.

The farm, on which I was born and raised, was beautiful for situation; almost level throughout, considering the hills in a general way in the community. It was well watered, with either running water or springs in every field, and the public road traversing direct through the center of the farm with every field but one reaching out and connecting with the public road of which it was said no other farm in the township had fields to reach to the township road in like manner. The farm is now criss-crossed with railroads and their branches and dotted up and down over half a mile with coke works, what originally was three beautiful meadows. Could those of a half century ago be permitted to return, they would not know it was the same farm. The farm is non-productive now. However, let me give you the approximate figures of that farm crop during the year of the BIG frost of June 15, 1859, of which I was a participant in helping to gather. While it is true that exactly 44 acres of wheat yielded to the blight of the BIG frost, also 12 acres of corn, apples, peaches, cherries and pears all frozen and no berries of any kind, yet with extra exertion, by immediately planting other and later crops, we had plenty, as follows, 336 bushels of buckwheat, 418 bushels of potatoes, broomcorn for 450 brooms, sugar cane for 2 barrels of cane syrup, 40 bushels of turnips, 21½ bushels of beans and over 350 pumpkins.

Originally, the farm was taken up by Tomahawk possession by James Eaton 1769. Mr. Eaton was among the first pioneers, who with John Knott, a brother-in-law, settled on the Stripe farm of the same year.

In 1801, my grandfather, the Rev. Daniel Pershing, from three miles south of Youngstown, having purchased 180 acres of this tomahawk possession from them, in which the deed says, "situate one mile west of the Kittanning Indian path." The house my grandfather lived in was erected by Mr. Eaton, prior to the Revolutionary War. It had a never failing spring in the cellar, walled up with cut stone built in a recess in the foundation wall. Reference to this secret spring in the cellar can be seen in the Pershing History, page 184, where it gives the reason for being thus secretly constructed, "to provide access to water in case of being surrounded or besieged by Indians." This land is also referred to in the Pershing History, page 41, as being "located on the Kittanning Indian path. etc." The fact that this farm was located near such important roads and early Indian paths, being one mile from the Kittanning Indian path and half a mile from the Forbes Military Road, gives it a prominent pioneer setting in early pioneer history of which those pioneers had truthful knowledge.

Between the Kittanning Indian path and the Forbes Military Road there are about 50 acres of level land—a kind of plateau—where there was in early days an Indian battle fought. I recall seeing William Hughes, having a large collection of flint arrow heads that he collected when a young man from that place on their farm adjoining ours.

In the fifties, I remember of following my father while he was ploughing when I found possibly a dozen Indian arrow heads on that occasion on our farm. As this writing is reminiscent, I now shall digress a little and change the thread of my article.

The first fair I attended was at Blairsville in 1856, which was called "The Conemaugh Valley Fair." Not a thresher, or mower, was on exhibition. As yet none were manufactured in those days. Wooden grain cradles were made by hand. Not a tin can, nor glass jar of fruit was to be seen at the fair. Apples, pears, peaches, berries and even sliced pumpkins were dried by women folks. During the years of the building of the Pennsylvania Railroad numerous fights occurred. Most of them were superinduced by whiskey. In the summer 1852, I recall the most serious condition that occurred among the two leading Irish forces of workmen between Derry and Millwood, which assumed itself in the eyes of the populace in the proportion of a battle. Some of the citizens really being alarmed had their guns within easy reach for self protection. About 200 sons of the Emerald Isle, known in Ireland as "Fardowns," who worked on a Packsaddle and Bolivar section came on a Sunday in June of that year to do battle with 300 "Linstermen," who were employed from Hillside West, to Greensburg. A large number of each party knocked the handles out of their picks with the idea of using them as "shelalies," while the remainder of both factions had all kinds of shooting irons, of different types and sizes. When they met in mortal combat two men were killed at the first shot and 23 were wounded. The dead men were buried in the clothes they had on them where they fell, and several of the wounded died shortly thereafter. When the additional tracks were laid during the sixties the graves of those two men were covered out of sight. The incentive that caused the battle was born in Ireland, prior to, or, at the time of the battle of the Boyne. From which time and during the years thereafter a bitter feeling existed between the Irish of the North and against the Irish of the South in Ireland, similar as, or likened to between the North and South of this country, prior to the days of the Civil War.

SOME OLD TIME HISTORY

By E. J. BRADEN, SR.
Bradenville, Pa.

Bradenville, Pa.:

"After reading the reminiscences of boyhood days in the Bulletin of Oct. 16, by the Reverend J. H. Pershing, of Greensburg, I became interested once more in the history of this section of old Westmoreland County. The following sketch I have secured at different times during the last sixty years from records and traditions—which I have carefully preserved and I now give to the public mostly for the benefit of the younger generation.

My sketch will take in the southern part of Derry Township with Bradenville as the center of a three miles radius.

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David Cleckhom took a tomahawk possession at a spring near St. Rose' Church, Bradenville. Snyderstown is now on part of the land. He built a cabin in 1758, lived there two years and was then taken north by the Indians. He was gone 7 years. When he came back, he sold his claim to a man by the name of McDowal in about 1767. It is not known what became of Cleckhom after that.

In 1759 Alexander Barr took a tomahawk improvement 3 miles northeast of Bradenville. The Indians became troublesome. In 1768 Barr raised a party of pioneers to oppose them, and they drove the Indians north. Barr did not return with the others; it was supposed he was killed. After nine years his wife married Uriah Matson. William Hughes was a soldier in General Forbes' army under General Washington at the opening of the Great Military or Hannastown road. When the army returned to Virginia and Hughes' enlistment had expired, he married Miss Dawson and with his wife and brother-in-law, Jacob Dawson came to Derry Township in about 1759 and took an improvement one mile northwest of Bradenville, on what is known as the Old Hughes farm still owned and occupied by his descendants James and Vertis Hughes. Jacob Dawson settled at the same time on what is known as the Ardary farm and sold it in 1798 to John Braden, Sr. William Hughes' son, Isaac, born in 1771, died in 1844, was the first white male child born in Derry Township. William Hughes was one of the pioneers who attended church at Proctors camp on the Hannastown road near Cockran's Ford. They were compelled to take their guns and some had to stand guard while the others worshipped for fear of the Indians. There was no church building in this township at that time.

Isaac Hughes came from Bedford County about 1750 and settled two miles east of Bradenville. This possession included West Derry. The old homestead is still owned and occupied by his descendants, George and N. Kay Hughes; another of General Forbes soldiers, William Joyce, settled on what is known as the Fritz farm. There are the remains of an old graveyard on this farm in which William Joyce was buried. About 1775 a man named Graycraft settled on what is known as the Stripe farm. He built and operated the second still house west of the mountains. At a spring on the south-west corner of this land, I have seen the remains of an old building and have drunk water from the spring many years ago. Benjamin Pamel and Walter Ferguson came in 1780. Pamel and Ferguson rented the McDowel land. This land remained in the hands of McDowel until 1829, when he purchased the part on which Cleckhorn's cabin stood. George purchased the balance and sold 50 acres on which Bradenville now stands. He sold to Reverend Daniel Pershing. In his will he bequeathed one acre as a public cemetery which is still called the Pershing cemetery. On this same 50 acres General John J. Pershing, the fourth son of Reverend Daniel Pershing afterwards received this land and sold it to Jacob Myers who layed out the plan of lots and called it St. Clair City, which since has been changed to Bradenville. In the year 1850, he sold the first lots at auction. The first lot was sold to Hezekiah Kennedy for \$175.00, the next one went for \$33.00. William Braden built and kept the first store. Joseph Smith, an old Mexican war soldier,

kept the first blacksmith shop; the first shoe maker shop was kept by William Taylor; John Braden was the first cabinet maker and undertaker. The old Union church, long since gone to decay, was built in 1852. The Pennsylvania Railroad was commenced in 1849. The first engine which came through here was named the "Henry Clay", of about 30,000 pounds weight—quite small compared with engines of the present day. Peter Knight came in 1780. Part of his land is now owned by Thompson Piper, south of Bradenville. He sold part to John Braden, Sr. in 1807, the balance remained in the hands of his son John for many years. The Mitchals settled about the time David Cleckhom settled about 1756 or 1758. They were attacked by the Indians in the year 1760, the father was killed, the daughter was in the barnyard at the time and turned a large cow trough made from chestnut log over herself and thus escaped the Indians. The mother and son Charles were taken. The mother gave out, so the Indians murdered and scalped her at Scalp Level at West Derry, which at present has retained the name.

Charles was taken to New York State. After a few years he came back, married and settled on the old place which is situated on the Loyalhanna Creek west of Kingston. Part of this is still owned and occupied by James Mitcheal, one of his descendants. The farm known as Buttermilk Springs was patented by Micheal Churns Sr., on November 28, 1797 signed by Thomas Mifflin, then Governor of Perona. This farm has remained in the hands of the Churns family until recently when it was sold to Joseph Hill by Clarisse Churns, the surviving heir of the Churns family. Major Simeon Burd settled many years ago on land located between the Churns and Mitcheal land. This is still in the hands of his grandson Mr. Emmett Burd. The four Braden brothers, John, James, William, and Edward came from County Derry, Ireland about 1790. They purchased about 1000 acres of land including parts of the Cleckhom, McDowel, Peter Knight, Dawson, and Pershing land including the village of Mechesneytown. This land has long since gone out of the Braden name, except part of James Braden's land which is still owned by one of his heirs.

Peter Saxman settled on the land located between the Dawson land and Loyalhanna Creek. He built and operated the first grist-mill in this neighborhood. It was retained in the Saxman name until recently, when it was sold to the Vanadium Alloys Steel Company, all except a portion which is still owned by M. W. Saxman, one of his heirs. On this land is now located the two large steel works, a tool works, and McFeely fire brick works.

Daniel Pershing, who was the great-great grandfather of General John J. Pershing, was born on June 6, 1769, at Coventry near Lycippus, Pennsylvania. In 1801, he purchased 180 acres of land from Samuel Eaton who inherited it from his father, James Eaton, who settled it in 1769. Located adjoining Bradenville on the north, this land remained in the Pershing family until about 1888.

I herewith add the names of the men who lived within this circle who were enlisted and took part in the war—from 1861 to 1865. This record was kept by Mr. Jacob H. Smith, now deceased. They have all passed over except six.

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Harman Burd, Albert Burd, George Burd, Simeon Burd, John Beck, William Mitchell, Peter Rough, Samuel Flint, Henry Boulton, Thomas Culbertson, Jacob Hill, Thomas Hill, George W. Hill, John Hill, Joseph Berlin, Jacob Berlin, Samuel Moor, Benjamin Moor, Conrad Moor, Cornelius Moor, Alexander Moor, George Moor, James Moor, John Parker, George W. Smith, Joseph Smith, John M. Braden, M. C. Pershing, Joseph W. Churns, Isaac P. McCartney, Samuel Kennedy, Boyd Kennedy, Abram Eaton, Sylvester Noel, Emanuel Noel, Henry Hooker, John McCloskey, David Nail, Arthur Core, William Bates, Sr., Jackson Bates, Absolam Shali, Jackson Shall, Albert Shall, Robert F. Knox, Peter Knox, Peter Noel, Armstrong Slickle, Peter Stickle, Anthony Stump, William Laferty, Jeremiah Fritz, Samuel Fritz, Alex Fritz, David S. Weaver, John Bailey, Edward Sweeney, Liman Sweeney, George W. Berlin, Harry Berlin, Justus H. Pershing, Samuel Logston, John Larimer, James A. Johnston, David Smith, Nathaniel Braden, G. W. Chrow, James White, James Welsh, Joseph Thomas, Jessy Powel, Alph Highbarger, Ralph Eaton, John Blacktom, John Nicholas, William H. Smith, George Kelly, Sr., Reuben Hughes, George Wilnan, John McAnulty Sr., William McAnulty, John McAnulty Jr., James Fulton, John McCartney, John Richards, David Blackston, Isaac Hughes, George Curry, John Best, George Weaver, Henry Kennedy, Samuel Wadsworth, Jacob Shanefelt, Hilbert Smith, William Hunter, James May, Peter Beck, Alex Cannon, Hugh Cannon, Uriah Cannon, William Shall, Albert Wineland, David Wineland, James Braden, Forqus Cannon, William Cannon, Isaac Wadsworth, Richard Highberger, George Moreland, James Moreland, David Garris, Thomas Murphy, George Barger, Warner Hecox, David Fritz and John P. Noel."

BRENIZER

About sixty years ago the present site of Brenizer was owned and farmed by Abraham Brenizer and his sons. At Mr. Brenizer's death, the farm was inherited by one of his sons, Jess Brenizer, who later sold the mining rights to the coal under the property as part of the 1500 acre block bought by Fundenburg. Two years after buying the coal at \$100 an acre, Fundenburg resold the block to the Latrobe Coal Company at \$800 an acre. After holding possession of the area for only a short time, they were bought out by the Graff Coal Company of Blairsville. Under Mr. Graff's supervision, company houses were built and occupied by the miners and their families. The company is now known as the Brenizer Coal Company and the houses are owned by their occupants and have been greatly improved by personal care.

About a quarter of a mile east of Brenizer on the opposite side of the Blairsville-Derry road, across from where the Club Continental now stands, a mill was operated by a Mr. Miller and was the center of the local flour industry. Most farmers did not patronize the stores of the community for flour, but instead took their own wheat to Miller's Mill to be made into flour. The processing was a very quick operation; therefore, they could usually return home with their flour within a very few hours.

There is a movement afoot at present to erect a modern consolidated grade school building at Brenizer. The project has already been approved by officials in Harrisburg and construction should begin soon.

COKEVILLE

Broad-Fording (Cokeville), situated on the Conemaugh River, Westmoreland County, Pennsylvania, and on the old Pennsylvania Canal was originally claimed for farming by William Gray and Samuel Dixon. In 1858, the town was laid out in lots by William Gray, Samuel Dixon, Joshua Brubaker, and Richard Hotham, and was named Broad-Fording because at this point it was easy to cross the river to Indiana County even though the fording was long. The fording was marked at the beginning by a large rock, known as the "Old Riding Rock" which stood until the St. Patrick's Flood of 1937 when it was covered by sand and dirt. A large ferry boat operated with a cable anchored on both sides of the river was set up by George Milliron to carry passengers and teams across the river to Blairsville.

Among Broad-Fording's first citizens were Joshua Brubaker, William Gray, Elisha Turner, Cyrusa Kline, Amos Stevens, James Cummings, Valentine Kerr, and Henry Feldbush.

Twelve years after it had been laid out, in the year 1870, the town was renamed as Cokeville. When the post office was established and the Isabella Furnace Company of Etna purchased ground, mines were opened, and, within a year's time, built a block of 160 ovens and a crusher and washer. (In 1884 the crusher and washer was burned to the ground, and shortly afterward was replaced by a more modern building.)

Before this time, there had been only two canal locks and two farm houses, one on the East side and one of the West side of the canal. However, with the coming of the coal and coke company, more houses were built and Cokeville became a thriving little mining town. On a hill at the southern end of the town, where there had originally been a cemetery supposedly made by the Indians, there was a school house and several other houses owned by the company. At least two of these houses are still standing, but they will be taken by the flood control. The first grocery store (erected in 1870) was owned by Richard Hotham and James Repine. The first meat market was run by Mr. Keffner and Harry Sutton using the basement of Hotham's store. There was only one church in Cokeville—the Methodist that was started in 1873 and completed in 1875. The 75th anniversary was celebrated in 1950. The building was taken by the flood control.

Cokeville was incorporated into a borough in 1888, but when the works were taken over by the H. C. Frick Company in 1900 and finally closed down completely on May 1, 1903, the borough was turned back to Derry Township. Prior to this time, Cokeville had been considered to be the best mining town in Westmoreland County and had had the largest block of "bee-hive" ovens in the state at the time (215).

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The first steel bridge over the Conemaugh River at Cokeville was built in 1884 but was destroyed by a tornado on May 6, 1886. It was replaced by a steel bridge in 1888 and again destroyed by the Johnstown flood on May 31, 1889. It was then replaced by another steel bridge in 1891 and again destroyed by the St. Patrick flood of March 17, 1937 and replaced by still another steel bridge in 1937 and 1938. This made a total of four steel bridges to be built on the same piers and abutments at this point on the river. In 1839 the Canal came through Derry Township and the great English traveler, Charles Dickens, traveled on the canal boat in his visit to the United States in 1842. The Pennsylvania Railroad bought the Public Works (Pennsylvania Canal) at the public auction on June 15, 1857 for the sum of \$7,500,000 and took possession on August 1.

One patriotic Cokeville citizen of this time was "Humpin'-Jumpin'" John Manns who lived in the first house above the Canal locks. Mr. Manns had the boards of his shack painted in a succession of red, white, blue, red, white, blue, etc. Old John thought the canal was the only big thing that ever happened in Cokeville and, consequently, talked about it all the time.

Another sort of funny incident which happened in the Cokeville area was the exchange made between Clark Hotham and the Isabella Furnace Company. The Isabella Company's farms were located a little to the east of the mines on the ground now occupied by Charlie Hotham, and the present Mr. Hotham's father, Clark Hotham, owned the farm on the hill above the coke ovens. Because the smoke from the ovens was blowing across and ruining Mr. Hotham's crops, the Isabella Company offered to trade their company farm for his farm. Mr. Hotham accepted and, as I said, the farm he received is still owned by his son.

There are many other interesting and amusing stories told about old Cokeville. One of the most prominent, however, is the one told about Joshua Brubaker, who on the morning of the Johnstown flood, tied his cow to a doorknob on the high porch of the Hotham storeroom to save it from being drowned.

Mr. Brubaker's house, recently torn down, had been marked following the Johnstown flood by means of a penny cemented into a hole bored in the weather boarding at high water level. At the time of the St. Patricks flood, his son Riley removed the penny and measured a distance of 6 feet 2 inches over the Johnstown mark.

One of the most notorious natives of Cokeville was Della Beck, who reached the amazing weight of 502 pounds. Using her inconvenience as an asset, Miss Beck obtained a job as the fat lady in a circus side show and toured the United States as a curiosity, but also as a happy person seeing many sights and meeting the various peoples of our country.

Cokeville was once noted as a great baseball town, the northeast side of the Cokeville school building being used as the backstop for the first ball field

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because there were no windows or doors on that side of the building owing to the blackboards in the schoolroom. This field was used until dwellings were built near the school, forcing the team to find a new area. They chose a field between the old Whitney Glass Works and the Conemaugh River on the back of the coke ovens near the road to Torrance. This field was used mainly between 1890 and 1903 when the coke works closed down permanently and the ball club was abandoned. For some reason it never seemed able to get started again. The first ball team was composed of the following players:

Jack Sheaperd
Robert Patrick
Charil Berg
Cook Bradley
Charlie Hotham

John Manns
Harry Christy
Jack Brown
Saukey Wolf
Thomas Brown

The Cokeville team of 1903 were crowned champions of Kiski Valley.

The first school house built in Cokeville proper was erected in 1878. There were four rooms in the two story building. Three rooms were used for school and the fourth was used by the brass band led by Riley Brubaker. When the school was turned back to Derry Township after the borough failed, the upper story was removed from the building. Later Cokeville needed more room, and it was, therefore, necessary to erect a temporary building. Again Cokeville used a three room school. Recently the school was closed down completely, due to the Conemaugh Dam project.

William Scott was commissioned the first postmaster in Cokeville in 1889 and the post office was in his home. The house is now occupied by the present owner, G. W. Switzer, and it is the third house below the Railroad Bridge facing the Conemaugh. It will be removed soon on account of the Conemaugh Dam project.

One of the old lock houses used in canal days has been used as a dwelling up to the present time. In 1949, the Lamantias of Blairsville, who own the property, had it repaired. It is the second house south from where Cokeville Station stood. It, too, will be removed on account of flood control.

The Railroad Bridge crossing the Conemaugh River just east of Cokeville on the Indiana Branch was destroyed by the Johnstown Flood on May 31, 1889 and part of the trestle from the bridge floated downstream as far as Cokeville Station. This was a wooden bridge covered with tin to protect it from the weather and fires. When the report of the dam giving way came, the railroad rushed a train loaded with coal and placed it on the bridge to help protect it. Later many people hunted for the coal after the water had receded. Not a lump of coal could be found. The present steel bridge was built in 1890-1891. The flood of 1936 did it very little damage.

The Conemaugh had loads of fish—bass, pickerel, catfish, spoon fish, gar, etc. They were shot, looped, and snared from both the Railroad Bridge and the County Bridge, and many a night the giggers with torches paraded up and down the river after them. To loop a fish, you drop a looped rope into the

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water below the fish and when he floats down stream you maneuver him into the loop. Then you jerk the rope tight and the fish is yours. Fish are snared by means of three hooks which are dropped near the fish's mouth and pulled up rapidly, bringing the fish with it.

With such an interesting past, one would think that Cokeville would surely have an exciting future. This, however, is not a fact, for Cokeville has no future at all. It is in reality one of the many small river-front communities giving way to the Conemaugh Dam, construction of which is nearing completion near Tunnelton.

Yes, Cokeville has been a hustling little community of bygone years, but now it is passing into history, or as one woman put it, "It really is being butchered up." Homes are being razed, moved, or salvaged. Scores of residents have taken up homes elsewhere, many in Blairsville, others in neighboring parts of Derry Township or in more distant towns.

Quite a housing development is under way on the Belon subdivision, just south of Cokeville. Of the many suggested names, "Cokeville Heights" was selected as a means of retaining the name of Cokeville in the development of this plot.

COOPERSTOWN AND CLOVER HILL

About 1850, a man named Schall came from the east. He built a log cabin, and brought his family here to live about 2 years later. He was a cabinet and casket maker. Schall made a casket for himself and kept it under his bed. Will, his brother died so he gave up his casket and he immediately set to work to make another for himself because he didn't want to die without having a casket.

Indians lived in the vicinity which is in about the same location as the Petrosky farm is now. The school house in those days was about 100 feet back from the present Clover Hill Service Station. At that time, when the men went hunting, their families feared the Indians would capture them. The area was a forest, and it was dangerous because of the Indians.

Once the Indians attacked a cabin and killed everyone whom they saw. An incident related many times was when the Indians caught a family while they were outside of their home. The people had only one boy and a young girl. They dropped a water trough over the girl to save her. The Indians caught the three others and killed them. The girl said she could see the Indians hunting for her, and they came so close at times, that she thought it was the end.

The main occupation of the settlers was farming and hauling grain. If a settler hauled 100 bushel of oats from Mt. Pleasant to Blairsville, to the canal that was then in use there, he would receive \$5 in groceries, and \$5 in gold.

HILLSIDE

Hillside is one of the oldest villages in this section. In its earlier days it boasted two thriving industries, a *woolen mill* and a *tannery*.

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Alexander Craig in 1826 had a tract of land of 300 acres one-fourth mile east of Hillside where he built a large woolen factory with a water wheel and mill race to drive the machines he had built for the purpose of carding, weaving, and other operations useful for the manufacture of cloth, blankets, yarn, etc. He also built a two-story frame residence and three log houses for tenants. No vestige of these remain.

About the same time a man named Anderson came from Pittsburgh and bought a tract of land from H. B. Kuhns. On it he operated a large tannery on what is now below the railroad and a Baptist Church and parsonage above the tracks. The Baptisms took place in the adjoining stream. Large indentations still mark the location of the tanning vats.

A good many years ago a colony of Swedish people settled in Hillside and became substantial citizens. They opened a hand blocked quarry and shipped large orders to Pittsburgh for the hilly streets. Later it was taken over by the Casey Company, a crusher installed, and a large business was done in all sizes of crushed stone.

Probably the greatest natural curiosity in the country is the Bear Cave here. It first came to general notice in 1840. It is said to have 49 rooms and it's studded with stalactites and stalagmites and inhabited by bats. For many years it was the "Mecca" for many pilgrimages but since the Borough of Blairsville has the water rights of the stream, the road has been closed and is inaccessible for vehicles.

In its early days Hillside maintained an independent school district. The school was located more than a mile away and had a winter term of seven months and a summer term of two months. The salaries were paid by local assessment and the positions were much sought after. A number of years ago a two-room building was erected on the Craig-Graff property in Hillside which was used as a school. A Methodist Church was built in Hillside in 1853 and with a long record of usefulness it is now expanding and keeping up with the rapidly growing community. The date of the original church is unknown as all records were lost in the Johnstown Flood of 1889. Records were kept in Cokeville at the time.

The population of Hillside at the present time is about 350.

When we look at the marvelous machinery being used in the construction of railroads and highways today, we recall the many tales we have been told of the building of the Pennsylvania Central Railroad which extends through Derry Township.

Again, we feel we should pay tribute to the men and women of that age who were certainly not afraid of really arduous toil and who accomplished so much with so little equipment.

Shovels, picks and wheelbarrows have been replaced by gigantic machines of every description to aid in the work of grading and completion of construction work.

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The building of the Pennsylvania Central Railroad was surely a Herculean task but was the means of great development in Derry Township and the surrounding Boroughs.

Highway route 680 also extends through the village of Hillside. It is a part of the Ocean to Ocean Highway and is a very busy road, being used by many heavy trucks as well as cars and busses.

Over the railroad many thousands of tons of blocks and chips from the quarries above Hillside and many thousands of tons of coal have been shipped from this vicinity to distant cities for use in industrial plants.

Hillside is a village of less than one hundred homes, a two-room school house, two stores, a post office, a filling station and a Methodist Church.

Former residents recall the time when the children of the community all attended an "Independent" school, located far out in the country on a large farm owned by the Bennett family. Certainly there was no bus service for students in those days and many of the children trudged several miles to school regardless of weather or road conditions.

Neither was there any compulsory attendance law and we can easily believe that there were few perfect attendance records for even one term.

When the Commonwealth asserted its authority and said no more "Independent" schools could be maintained in the State, the present two-room building was erected near the Post Office, and is under state supervision as are all other schools.

At the time the railroad was built the Brenizer Bros. had a general store near the Station, and interesting comparisons about "trading" then and now could be made.

Later the mercantile business was taken over by Wilson Barnett, a Civil War Veteran, who for years operated the store and was Postmaster for many years. The Post Office is now in the care of Harry Dettling. The stores are operated by the Lattanzio and Moore families. An R. F. D. route from Blairsville gives postal service to some citizens in the northeastern part of the Township. A rural route from Derry extends along route 680, giving service to the people in that part of the village.

A number of new homes have been erected very recently by citizens who were forced to sell their homes at Cokeville because of the construction of the Conemaugh Dam at Tunnelton.

Ninety-six years ago Timothy Akers, with his family, moved by wagon from Bedford County and bought a small farm located between Hillside and Millwood. As there was no church in the immediate vicinity, the Akers home was used for a meeting place until a Methodist organization was formed and a small church built, which was later replaced by the present edifice. No other church has been established at Hillside. Those who belong to other denominations attend service at Derry or Blairsville.

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When we pause to think of the many changes which take place in a century we can but wonder what lies ahead in the way of mechanical equipment, in methods of transportation and methods for "easy" living.

LOYALHANNA

Loyalhanna was a mining community built around the Loyalhanna Coal and Coke Co. A man by the name of C. C. Watt owned this mine which extended up the old Foltz farm, in towards Latrobe as far as the Pohland Lumber Yard and out into the direction of the Latrobe Electric Steel Co. It was 210 feet deep, and was sunk in 1871. It is said to be the first shaft mine in operation in Derry Township. It bordered two other mines, Bradenville No. 1 and Red Shaft. This mine has 2 openings. The No. 2 shaft which was found near the northeast corner of what was originally the Latrobe Recreation Field. Another opening was called the Pandora which was found about 250 feet to the right of the road before going over the bridge crossing the P. R. R.

Coal was transported below ground by mules from the rooms to the heading or side track. Above ground it was carried by electric motor. This coal was sold to different railroads. Some of it was kept for use in the coke ovens. The peak of operation was reached between 1904-08. Boys went to the mines with their fathers at the early age of 9. They worked the long hours of 10 to 12 hours along with their fathers. Each man was allotted so many cars to fill, if their sons helped them they were given other cars. If these boys didn't help fill cars they greased wagons or trapped, opened or closed doors for drivers of the mules so the air would be diverted into the different chambers where the men worked instead of going straight through the mine.

There were no large mining accidents except for a few falls killing a miner or two. The pit bosses were to see to mine safety, but usually things were taken as they came. The men at that time used pit lamps instead of the safety lamps now used. They were hooked onto the caps and consisted of a cotton wick which used oil for lighting purposes.

When the mine closed in around the year 1917, there was 10 years of work left in the mine. This mine was the lowest mine around and the drainage of the other mines ran into it, flooding it. The cost of pumping was too great and this company alone couldn't pay it. When the other mines were asked to help pay the cost of pumping, the answer was a flat "NO." When this mine was closed it flooded a few of the other mines forcing them to close also.

This pumping was done at the No. 2 shaft. The water ran into what is called the sulphur run in 5th ward, Latrobe. This stream went into the Loyalhanna Creek at the western end of Latrobe.

Most of the workers were immigrants; German, Austrian, and Poles. The company put up double houses. The numbers of these houses ran from 1 to 144-145. Two numbers on one house. When the going was good, there weren't enough houses so the people put up tents to live in. These houses were sold to private owners during the years of 1913-14.

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The schools were wooden buildings. There were 3 one room buildings, and 1 two story frame building. Teachers taught all classes and they used the ABC system. The present building takes in pupils from the surrounding area.

The routine of the miners were broken by races held each night. This track was above the railroad bridge. It was run by John Nicols. People came from all around to see these races. The people that owned the horses paid \$50 a year for rent. If it was wet the races were not held. There were no races on Sunday. Trains were stopped to send cars off with horses.

Loyalhanna had a large company store, a post office, a railroad and a freight station.

Life was rugged. Murders frequent. The Sheriff and Constable were called out for these murders.

Everything was dismantled after the mine was closed down. Now there is hardly a trace of the mine except for the slate dump.

MECHESNEYTOWN

At the beginning, Mechesneytown was just one big farm owned by a Braden family. Mr. Andrew McChesney married Polly Braden, and later the property was owned by McChesney. The town was later called Mechesneytown. Mr. McChesney set aside property for a graveyard which he sold in lots.

First school was a two room building. The teacher was Miss Laura Reed, a jeweler's daughter, from Pittsburgh. When the new brick school building was built in 1913, the old school was turned into the town hall.

At that time there were very few houses in Mechesneytown. The very first settlers were Mr. John Lloyd, who came in 1876 from Wales, Elic Fritz, William Powell, Enoch Davis, John Davis, Charles Fisher, Perry Parks, John Geiger, Henry Geiger, Mr. Williams and Jonas Smith. A man by the name of Thomas Pickens made and sold brooms to the housewives of the town. If they would bring three broom handles to him, he would make them a broom free.

The oldest living citizen in Mechesneytown now is Mrs. Letti Hunter, wife of Mr. Thomas Hunter. Formerly her name was Letti Reed. She was born February 18, 1869. When just a baby, her family moved west for three years, then came back and settled in Mechesneytown.

There were never any churches in Mechesneytown, but Sunday School was held in the old school building.

The first automobile was owned by Harry Watkins, a model "T" Ford which he drove over mud roads. There were no concrete roads until about 1915.

During the first World War a Ladies' Auxiliary was formed, which held a flag raising for the service men. Twenty-seven men were in the war from Mechesneytown.

The industries were a sawmill, cap factory, candy factory and in 1940, the Acme Die. On February 5, 1921, an explosion occurred in the Cap factory which killed one man and blew out the eyes of Thomas Hall.

In 1947, the Mechesneytown school was closed, and the children were transported by bus to the No. 1 school in Cooperstown.

There are a few grocery stores plus a gasoline station. Mechesneytown also sports a bus line.

There are now about 1,500 people in Mechesneytown, and it is growing steadily.

NEW ALEXANDRIA

New Alexandria is laid out on the eastern bank of the Loyalhanna Creek about 8 miles from where it joins the river Conemaugh and forms the Kiskiminitas near the center of Westmoreland County and on the state road leading from Frankstown to Pittsburgh about 26 miles from the latter.

The first settler on this land was William Burbridge, who came shortly after the capture of Fort Duquesne. He was killed by an Indian and after his death the land became the possession of his brother Thomas in 1769. Thomas Burbridge was one of the original owners of at least part of the land within the present limits of New Alexandria. Later this land came into possession of Alexander Denniston, and called "Denniston's Town". On April 10, 1834, it was changed to New Alexandria.

One of the oldest boroughs is the borough of New Alexandria which was incorporated by an act of Assembly passed on the 10th of April 1834, incorporating with it the borough of Ligonier. New Alexandria never increased greatly in population though lately the opening up of some coal fields nearby has awakened it from the lethargy which overcame it in its former days. Its chief feature in the past has been the high standing and religious character of its citizens and the interest which they always take in historical incidents in which their community abounded.

The early settlers were in constant dread of Indians. In 1774 there was great alarm and petitions were sent to the Governor for protection. This petition was signed by such men as John Shields, Arthur Denniston, John Craug, Thomas Burbridge and others. A small fort was erected on a hill near the present residence of Matthew Shields heirs and called "Fort Shields" and here people fled in times of danger. This region was inhabited by the Delaware, a branch of the Iroquois Indians. Even up to the present time, arrowheads and parts of tomahawks are often unearthed. It is believed that Indian graves are still to be found in this territory.

Some of the highest terrain in that part of the country was owned by Samuel Craig, Jr. Many acres of fertile land lay along the banks of the Loyalhanna. While the men tilled the soil, the women took their sewing or weaving and kept watch over the lowlands so the Indians would not attack and massacre those working. They had a form of signals to warn the men that the Indians were coming. This signal was the waving of a white tablecloth.

One of the most prominent settlers was the above-mentioned Samuel Craig, Jr., who at one time owned one thousand acres of land along the Loyal-

HISTORY OF DERRY TOWNSHIP

hanna. He lived for a long time on the Brinker farm and built a fulling mill on the run which flows through that farm to the Loyalhanna. More than a hundred years ago there was a terrible flood in the Loyalhanna called the "Pumpkin Flood", and this fulling mill with all its contents was swept away and weeks afterwards webs of cloth were found along the bank of the Loyalhanna.

The New Town was a great industrial center. There was a sawmill that may have been on Craig's farm. The Merchant mill referred to was kept by John Denniston. Nicoles Day was the storekeeper and proprietor of a nail factory which didn't prove a successful business venture. Then the other mills sprang up; a paper mill at Tub Mill Hill, a woolen mill located above the bend of the creek, a tannery near what is known as Jacktown, salt works near Tunnelton to which people came as far as West Virginia hauling the salt away on sleds. Another industry was a grist mill built by Craigs where all the settlers brought their grain to be ground into flour and feed. The power for running the mill was obtained from a large dam and waterwheel built across the Loyalhanna Creek. This mill stood till the present dam project cleared the land.

In the very early times pack horses and stage coaches were the means of travel. Major James Moorhead ran the first stages on the Philadelphia Pike through New Alexandria to Pittsburgh. When the Pennsylvania Railroad was completed to Greensburg, a "Hack" was started between New Alexandria and Greensburg. This conveyance left New Alexandria early in the morning and went by way of Congruity, returning in the evening through Old Crabtree. The mail was carried in the day to Crabtree. Then the Black Maria's route was shortened to three miles of rough road between Crabtree and New Alexandria. The McDivett Brothers started the first bus lines between New Alexandria and Greensburg. However, today we have a bus line to Greensburg and the Blue Ridge, and the Greyhound makes frequent stops in our town, making it possible to go either to the Atlantic or Pacific Coasts right from New Alexandria. Furthermore, just outside the borough limits we have an airport with a good landing field. When the bicycle craze struck New Alexandria, J. E. Gallagher owned the first two wheeler and Dave Carhart was the owner of the first automobile.

Another improvement in transportation was due to the efforts of one Major James Moorhead. When he was a member of the Legislature, he obtained an appropriation from the state to aid in building the bridge across the Loyalhanna at New Alexandria. A member of the Legislature opposed this appropriation claiming that the Loyalhanna was nothing more than a "frog pond". When the Major stated that he had lately rescued from drowning something that bore a much stronger resemblance to the gentleman who had been speaking than it did to a frog, he secured the appropriation.

The first post office was established in November, 1804. Mr. Day became postmaster. The first tavern was kept by Samuel Parr and was established after the town was started, for the present stone building was built by Samuel Reed in 1800. It is still used as a hotel, today known as the "Olde Stone Inn". The

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Community Bank was established in 1903. The above mentioned Major Moorhead also built one of the first two brick houses that were built in the locality of New Alexandria; these houses were built of brick out of the same kiln, and the one which the Major built was owned by the Pennsylvania Central Railroad Company and is occupied as a dwelling, although almost a century since its erection. Other homes in this section of the country are also over a century old, and are still used as delightful homes.

In an old Day Book, that is still in existence kept by Robert Beattie who had the first store known to have been in New Alexandria, is the following entry dated February 8, 1797.

"Col. Alex'r. Craig, Cr.

By 49 lb. Deer Skins	5 1-5 d.s.
1 Bare Ditto	15 "

The first public services were held on John Patterson's farm with the preaching by the Rev. Cannon of the Reformed Presbyterian Church. Rev. John Jamison ministered the people of the Associated Reform faith in this community as early as 1792 having charge at Hannastown and Dennistown. He was the first minister to preach north of the Conemaugh. The congregation of New Alexandria was regularly organized on the 19th of August, 1805. In 1835 the Reformed Presbyterians decided they would build their own church. It was built of brick where the present church is standing. The Methodist Church was built in the summer of 1876.

New Alexandria has had five schools. The first one was a one-room log building which stood behind the Reformed Presbyterian Church on the town common. The second school was a one-room octagon brick building and stood on the present site of the school. It was replaced by a large one-room brick building and it in turn by a two-story brick structure containing two rooms. The fifth and present building consists of six class rooms. James Wilson was the first school teacher. The present public school system is just as old as incorporated New Alexandria. New Alexandria has the distinction of holding the first Westmoreland County Teachers Institute composed of a progressive section of Indiana and Westmoreland Counties which met at Blairsville. The first County Superintendent was Rev. Matthew McKinstry of New Alexandria. The first library was organized on Monday, April 5, 1841. The books of the Library were kept in the Presbyterian Meeting House.

NEW DERRY

An old town in Derry Township is New Derry. About the year 1860, it was on the main highway that ran between Pittsburgh and the East. An Indiana County lawyer, Richard McCabe, would stop in New Derry on the way to court in Pittsburgh. The trip took four days, and he would stay overnight in "one of the three hotels."

The settlers in New Derry at this time were mostly Irish Catholics, and the main occupations were coal mining and farming. On the farms corn, oats, and

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wheat were grown. The wheat was taken to a grist mill in Millwood to be made into flour. The material that was used to sift the flour is now being used by a woman in Derry. Cattle raising was also done on a large scale at this time.

About the year 1850, Mr. Silas Riggs built a foundry from which different kinds of steel were made. The burrs were made of several large stones of "several tons each." Several of these large stones are still to be seen. Built of logs, the foundry fell apart a few years ago. It had openings in the walls for windows. The steel that was manufactured in the foundry was hauled to Blairsville and placed on canal boats to be shipped east. This canal is no longer in existence.

The school which now stands in New Derry is the second one built. The first one, made of wood, burned. School sessions were held in the summer. The rooms had coal stoves and wooden benches for seats. The homes at this time were made of logs.

New Derry's first two churches were the Catholic and the Lutheran Church. The Methodist Church was built later. These churches were first built of logs.

New Derry was built before Derry Borough. When the Pennsylvania Railroad was constructed through this area, Derry Borough was called Derry Station to differentiate between it and New Derry.

There is a historical sight near New Derry. It is Salem Church, which is approximately three miles north of New Derry. Its graveyard contains old headstones that are worth seeing. There are services held in this church during the summer months. Another cemetery is Kimmels Cemetery near Riggs foundry on the Kimmel farm. It contains many headstones that are older than the Salem headstones. Derry people were buried here until Cole Cemetery came into being.

OAKLAWN

In the late part of the 19th century Oaklawn was quite a popular little community. It was inhabited by families whose occupation was working in the old Oaklawn mine which was situated near the present location of the Pennsylvania Railroad branch which runs from the main line to the Superior coal mine.

Oaklawn was also a popular place among the old traders whose trade wagons passed through it enroute to the trading post which was situated at New Derry. On the return trip these wagons would stop and have a lawn fete in a section of Oaklawn which was a clearing of beautiful grass and shady oak trees. Through this beautiful picnic site Oaklawn got its name.

The community of Oaklawn temporarily died out when the dwellings in which the miners lived were torn down, and today only one of these dwellings still stands, but in the last 40 years the community has been building up steadily. Today it is a small community which is very quiet and peaceful. Its friendly residents, who are all very sports minded, have an interest in its baseball team which the folks of this community finance themselves.

(Oaklawn is situated between Peanut and Bradenville, extending from Nicol's Hill to the new Bradenville Overhead Bridge.)

THE HISTORY OF RIDGEVIEW PARK

When the Loyalhanna Camp Meeting Association, which was organized in 1871 with Colonel James Cooper as its first president, decided to relocate in 1885 when their ten-year lease expired, they chose an area containing 73 acres of woodland about one-half mile East of Millwood and located on the railroad so that it could easily be reached at any time of the year. The purchase set them back \$750, but they thought that it would be wise to move anyway, since coal mining operations underneath the old meeting place had made the ground unsafe for buildings and had killed the trees by taking away their supply of natural surface moisture.

Lots were laid out to form a star with the meeting house in the center, and on September 24, 1885 a special train was run to Millwood for the purpose of selling the lots. There were 125 lots sold at prices ranging from \$5 to \$15 per lot.

By the time the first camp meeting was held between August eighth and nineteenth in 1886, thirty acres of ground had been cleared and put into condition. The first officers elected for the camp meeting were: President, James Cooper, who had already served for twelve years in that capacity in Loyalhanna; Secretary, S. L. Gorgas of New Derry; Treasurer, Paul Graff of Blairsville; Trustees, S. Ridinger of Irwin, Rev. N. G. Miller of Wilkinsburg, and W. H. Covode of Ligonier.

Later, a large auditorium was built where religious services could be conducted peacefully without being annoyed by the trains. The interior of the building was simple: straw-covered floors, long bench type seats of which only about two-thirds had backs, and a number of other benches surrounding the auditorium to seat the overflow. It could accommodate about 8,000 people.

Ridgeview Park was chartered and incorporated by decree of the Court of Common Pleas of Westmoreland County on October 2, 1886. The decree was issued and signed by James Hunter, President Judge of the 10th District, and was recorded in the Recorder's Office of Westmoreland County on January 21, 1887.

For several years after the grounds were opened, the Methodist Camp Meeting was the only one held at Ridgeview, and it had been through their efforts that the ground had been purchased and the chartered association formed.

In 1893 the Pentecostal Camp Meeting was given its inauguration at Ridgeview. Dr. S. A. Keen took charge of the services and bestowed the name. At the time of this new group Ridgeview was said to be dying out as a place for camp meetings, but from their first meeting on, the Evangelistic group brought new life and hope.

One large hotel had been built previously to accommodate people not having cottages, but for the use of the Evangelistic group a second large hotel had to be built. It was occupied for the first time in 1903 and both hotels were open from June until October, with rates of \$8 and \$10 a week.

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Their first prayer meeting began at 6:00 o'clock in the morning and continued throughout the day with only several brief intermissions for the congregation to go about their own chores.

Ridge Avenue, an old historic road that crossed the mountains, has been long abandoned as a thoroughfare but is still used as a pathway of interest to the residents of Ridgeview Park, and with good reason, too, for George Washington traversed this road when he was sent on a military expedition by Governor Dinwiddie of Virginia in 1754. His ax-men probably cut the way through, but this is not certain.

In the days of Ridgeview Park's infancy, railroad travel was the chief means of getting from one place to another. Between July 15 and October, for example, Ridgeview Park had a Railroad Station as well as a Post Office. The Station even had its own agent. Fourteen trains made stops there, including the early Monday morning fast train west due in Pittsburgh at 7:40 a. m. Excursion trains from Mt. Pleasant, Pittsburgh, Altoona, and intervening points brought thousands of other people to Ridgeview in those days. Most of these people came to spend the entire summer. The grounds were enclosed by a high board fence topped with barbed wire. There were paid admissions at the entrance to the park and season tickets for cottage owners.

Since the invention of the automobile, needless to say, there have been many changes in the customs of Ridgeview Park. Usually those who come spend only a few days, a week-end, or at the most, one or two weeks. This gives opportunity for more church groups to hold their annual outings in the park.

TORRANCE

About 1810, the present town of Torrance and surrounding area was an unsettled section of land. Derry was the nearest settlement to the west. Blairsville was only a small settlement at that time. The Pennsylvania Canal was even a remote dream. Strange as it may seem there were no Indians in this section of the county. Although there were a few miles west as the burning of Hannastown proves.

At this time a man named Henry Leibengood, dissatisfied with farming in North Hampton County, moved into this section and settled upon government land. He was a very prosperous man and acquired several sections. These were on the northwestern slopes of Chestnut Ridge. At his death the land was divided among his three sons. James received what is now Strandford, Christopher and Henry Jr. inheriting what is now Torrance. A few of their descendants still reside on much of the original plot.

The Pennsylvania Canal was built through some of this property about 1834. But it was abandoned in late 1850, being bought by the Pennsylvania Railroad and generally destroyed so as to offer no competition. Three locks still stand in the vicinity where the canal boats were locked into and out of the river.

After the advent of the railroad, a branch line was built out from Blairsville connecting the old West Penn Railroad with the main line from Pittsburgh

HISTORY OF DERRY TOWNSHIP

to Philadelphia. About this time, 1845, the present town of Torrance, known then as Blairsville Junction, came into being. Several of its original houses are standing today.

There have been in the past, in Torrance and the immediate vicinity, a distillery, tannery, gristmill, quarries, and small mines. The liquor was of poor quality due to the short duration of the distillery. The stones from the quarries are still in use today on some Pittsburgh streets.

The Torrance State Hospital was established in 1917. The cow barn of the old Crabb Farm was the first building used to house patients. The hospital absorbed many of the local farms.

The first store in town was owned by McKinley Robinson. The first church, being a Methodist Episcopal, was built in 1875 on land donated by Henry Leibengood. There was for a time a Roman Catholic Church in Torrance, also.

At one time Torrance had a few small outlying towns used for housing employees of stone quarries. They were Boothtown, where a few houses still stand, Flynn Town and Little Italy. The latter two both being extinct now.

But today Torrance is just a quiet residential district of scarcely three hundred people.

SNYDERTOWN

The large old brick house which is located a short distance from the St. Rose Roman Catholic Church and now belonging to Mr. Grejtok was first owned by a man named Snyder. Mr. Snyder owned all the territory, including this house which is over a hundred years old. Thus, the town was named Snyderstown. Mr. Snyder sold the old house and farm to Mr. Toner which he later converted into smaller lots. This vicinity was still a vast forest fifty years ago when a farmer, John Sobota, became owner of all the land. Because of the opening of the Keck's mine, later taken over by the Atlantic Coke Company, and the Duquesne Mine, people came to this vicinity and bought their lots from Mr. Sobota on which they could build their homes. The people cleared the area of trees and brush and soon many families became established, the main occupation of these people being coal mining. There were small company stores near Snyderstown but Mr. Sobota built the first store in this town in which he sold his farm products. Two churches were established. The first church, a white frame building then, was the St. Rose Roman Catholic Church founded in 1893 by a group known as Irish Catholics. During the building of the church, the first services were held in the basement. It was known as a Mission church because it was under the direction of the Holy Family Church. When the Slovak people settled later, they took over the church, being of a mixed parish. This same church still stands, but in 1912 it was remodeled. Where the American Slovak Society Club now stands there was a Catholic school conducted by the St. Rose Church. Later the school was banned and the building was torn down. The other church was of Greek Catholic faith, called the St. Mary's Greek Catholic Church, which was a frame building founded August 20, 1902 by a group of 30 families. It burned down; the fire was caused by a lit candle. A

brick building was constructed between 1910 and 1911. After the land was cleared, the first road was just an ordinary dirt road. Later the state built a brick highway. As the town became populated, the first means of transportation was a streetcar run by the Westmoreland Railroad. People soon began to complain about the streetcar, and it was taken off and replaced by buses owned by the Chestnut Ridge Transportation Company. After this movement, the tracks were taken out and a macadamized road was constructed. A tributary of the Loyalhanna Creek flows through the town, dividing it into two sections.

GRAY STATION

The present community of Gray Station was settled in 1830 by John D. Gray. He was born in England and came to America in 1830. In 1832 he married and built a large brick house which is still standing. It is the only house located below the Pennsylvania Railroad tracks in the immediate vicinity of Gray Station. The house is still occupied by Joseph Gray, a direct descendant of the original settler. Although the house is surrounded by many acres of fine farm land, at present it is not being farmed.

John D. Gray was a bootmaker by trade. He also had the ability to bleed people, which in those days, was thought to be a sure cure for every type of illness.

John Gray was the first man to start the charcoal pits in the ridge surrounding Gray Station. All the men and young boys would get together and make pits to make the charcoal. In order to make the pits, they would clear approximately 20 feet in diameter and make it about a foot deep. Then they would cut logs and burn them until they were ready to be packed and brought down to the homes for fuel.

The Gray Station school house is a one-room frame structure which was built in 1898. At that time there were eight grades in the building but now it has been reduced to only the six lower grades. The first year the school was opened the students numbered about fifty. There are still about fifteen of that group living in Gray Station and the surrounding communities. It has been stated that 1600 students have been educated in the school. The total number of students in the school today is about 12.

The present railroad station was built in 1917. There was one built before this and it stood beside the switch boxes in front of the only store in Gray Station. The station is not in use at the present time. The last train was reported to have stopped there in 1946. Before that time the train schedule was 10:30 A. M., 3:30 P. M., and 6:30 P. M.

The present population is about 96 people. This does not include the surrounding communities.

EARLY CUSTOMS

The present generation is so far advanced from the people of two or three generations ago, and so concerned with the present, that to some of us at least,

the story of privations of our ancestors seems but little more than a myth. The first and most important duty of the pioneer in this section was to protect himself and his family from the Indians' tomahawks, which neither spared age nor sex. All inmates of the house were trained to perform a part in its defense, when necessary. The "forts" of early days were not merely places of defense, but became settlements consisting of cabins, blockhouses, and stockades.

The Indians, to be sure, had no artillery, otherwise these crude places of defense would not have withstood a long siege. The first settlers necessarily brought with them all their household goods and farming machinery. All products to be sent any distance were carried on pack horses. It took two men to manage a caravan of a dozen pack horses.

Social customs were very different from our own, as is shown in this description of a wedding day. The quote taken directly from Doddridge is quite descriptive and appears now in its true form.

Wedding Day

"In the morning of the wedding day the groom and his attendants assembled at the house of his father for the purpose of reaching the mansion of his bride by noon, which was the usual time for celebrating the nuptials, which for certain must take place before dinner. Let the reader imagine an assemblage of people, without a store or tailor within a hundred miles, and an assemblage of horses, without a blacksmith or saddler within an equal distance. The gentlemen, dressed in shoepacks, moccasins, leather breeches, leggings, linsey hunting shirts, and all home-made, the ladies dressed in linsey petticoats and linsey or linen bedgown, coarse shoes, stockings, handkerchiefs and buckskin gloves, if any. If there were any buckles, rings, buttons, or ruffles, they were relics of old times—family pieces from parents or grandparents. The horses were saddled with old saddles, old bridles, or halters, and packsaddles, with a bag or blanket thrown over them; a rope or string as often constituted the girth as a piece of leather.

The march, in double file, was often interrupted by the narrowness and obstruction of our horsepaths, as they were called, for we had no roads; and these difficulties were often increased, sometimes by the good and sometimes by the ill will of the neighbors, by felling trees and tying grapevines across the way. Sometimes an ambuscade was laid by the wayside, and an unexpected discharge of several guns took place, so as to cover the wedding party with smoke. Let the reader imagine the scene which followed this discharge; the sudden spring of horses, the shrieks of girls, and the chivalric bustle of their partners to save them from falling.

Another ceremony commonly took place before the party reached the house of the bride, after the practice of making whiskey began, which was an early period. When the party was about a mile from the bride's mansion, they usually had a race. The prize was a bottle of whiskey, perched in a tree about two hundred yards away.

The start was announced by an Indian yell; logs, brush, and muddy hollows, hill and glen were speedily passed by the rival ponies. The bottle was always filled for the occasion, so that there was no use for judges; for the first who reached the door was presented with the prize, with which he announced his victory over his rivals by a shrill whoop. At the head of the troop he gave the bottle first to the groom and his attendants, and then to each pair in succession to the rear of the line, giving each a draw; and then putting the bottle in the bosom of his hunting shirt, took his station in the company. The ceremony always preceded the dinner. During the dinner the greatest hilarity always prevailed, although the table might be a large slab of timber, hewed out with a broadax, supported by four sticks set in augerholes, and the furniture. Some old pewter spoons, much battered about the edges, were to be seen at some tables. The rest were made of horns. If knives were scarce the deficiency was made up by the scalping knives, which were carried in sheaths suspended from the belt of the hunting shirt. After dinner the dancing commenced and generally lasted till the next morning.

Now you have a slight idea of the changes that occurred during the years, a small bridge to span the gap from yesterday to today.

INDIANS

Relics have been found over Western Pennsylvania as proof of the Indians that once roamed over these hills, but even without these, the beautiful nomenclature of our rivers, valleys, and towns prove their former presence in this community. It is difficult for us to form a fair estimate of the Indian character. We remember the heartrending tales of his inhumanities, and forget that these tales were written solely by enemies. He had no way to tell his side of the difficulties with the whites and the outrages which he perpetrated upon them, for he could not write a story in his defense. He couldn't even tell his story in a language we could understand. None of us would like to be judged or remembered only by stories which our enemies have written.

The Indians kept their traditions, customs and laws only in their memory and transmitted them orally from generation to generation. Consequently the Indian's real story was almost entirely lost or remained a tradition with the race which they were unable to bring to the attention of the white man.

The only evidences left by the Indian of his long dominion in Pennsylvania are the stone implements, battle axes, tomahawks, pipes, arrows and spearheads that we still find from time to time in this country.

They lived largely by hunting and fishing. Their women cultivated small patches of corn. The race, however, knew nothing of fertilizing land. When the soil was exhausted, they abandoned their fields and moved to new sections.

They gathered roots, herbs, and flowers for their medicinal qualities. They grew in profusion in the wildwood, and they applied them in times of external injuries or sicknesses with a considerable amount of success.

There was a crude form of religion. They believed in Manitow, a Great

Spirit, which rules the heavens and earth and with whom both good and bad Indians should live and hunt after death. They believed in the distinction between the final home of the good, the brave warriors with many scalps to his credit on one hand and that of the cowardly, lazy Indian on the other. Their system of worship was with song and dance, and every great undertaking, such as going on an extended hunt or on the warpath. The Indian had no conception of a Supreme Being until the white man came along.

An Indian seldom forgave or forgot an injury done him by the white race, yet, on the other hand, he has been credited with being equally mindful of favors shown him. The life the Indian led developed his senses of sight, hearing, and smell to a degree which amazed even the shrewdest woodsman.

Indians were prompt to help each other in distress. Some families and tribes were poor and improvident, while others were more prosperous. While any member of the tribe had food, the dependent and shiftless did not suffer, and the result of a successful hunting expedition was shared equally with their less fortunate friends if they stood in need of it. Francis Parkman, who studied the race thoroughly, says that they lived together by thousands in a harmony which civilized nations might well envy. The Six Nations of South-Western Pennsylvania included the Mohawks, Oneidas, Onondagas, Cayugas, Senecas, and the Tuscaroras.

The average Indian was tall, with rough features, high cheek bones, Roman or aquiline nose, coarse straight hair, dark penetrating eyes and beardless face. He had a swarthy complexion much darker than the darkest of our white race and it had a tinge of brown or red in it.

Stealing was common among them and it was punished by allowing the injured party not only to take the goods stolen, but to take from the thief all the goods he possessed. For *treason* or betraying his tribe in any way, the offender was put to death, the chief of the tribe usually appointing an Indian to stealthily shoot him. *Murder* among Indians was so rare that the race scarcely had a definite punishment for it. The Indian murderer and his friends were forced to give presents, sometimes of considerable value, as Indians viewed them, to the representatives of the Indian who had been killed. Where presents were refused by the dead man's family, the murderer himself was given over to them as a slave and he was made to hunt and fish for them and to assist in their support.

Each family lived in a separate wigwam, comparatively well protected from inclement weather. The wigwams being pointed at the top made it much less liable to overturn in storms. Sometimes several families lived in a larger habitation. Living almost constantly in the smoke, many of the Indians had inflamed eyes in the winter time and resultant blindness in old age was not infrequent.

The Indians had a hard struggle to exist, and we made it harder. Don't blame the Indian for fighting for his home and his way of life. Aren't we doing the same thing now? Just an age old trait of an American.

FORTS IN DERRY TOWNSHIP

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Fort Wallace

This fort was probably built in 1774, and contained about one-half acre of ground, including a blockhouse. When attacked by Indians, the women and children were put in the lower story, while the men took the upper story, so that they might more readily observe the approach of the enemy and fire at them from the portholes. It was erected on the farm of William Wallace of Derry Township, largely by the work of Wallace, John Pomroy, James Wilson, William and Alexander Barr, and William Guthrie, who lived in this settlement.

It was a place of safety for the people of Derry Township, particularly those near the Conemaugh River. From 1775 till 1781 it was a very important point. Arms and ammunitions were kept there all the time, and it was designated as a place of salt supply.

On May 4, 1778, Colonel John Piper wrote to President Wharton: "At a little fort called Fort Wallace, some sixteen or twenty miles from Fort Ligonier, there were 9 men killed and one man, their captain, wounded last week. The party of Indians was very numerous, so that between Indians and the still more savage Tories they are in real distress." It was Captain Hopkins who was wounded.

Rev. William Cunningham, who was in Fort Barr, in a letter, says that signs of Indians had been seen and an attack was expected. Fort Barr was about a mile north of the present town of New Derry. While expecting an attack they heard heavy firing at Wallace's Fort, about five miles distant. Major Wilson and others went to their aid, leaving but a small force at Fort Barr. They were forced to retreat by Indians. One of the Barrs was killed, and as they neared the fort, Robert Barr was also killed while engaged in fighting several Indians with the butt of his gun. They found the Indians concealed in the grass at the top of what is known as Culbertson's Hill, about a mile from the fort. Culbertson's Hill is now a part of the John Stoffer farm.

Fort Barr

The land in Derry Township near New Derry was taken up promptly when the state began to sell land in this country on April 3, 1769. The land on which the fort was built was granted to Robert Barr, and near him were the homes of Herman Gertson, James Fulton, James Eaton, James Barr, and others. Nearby they laid out a grave yard, and in it many of the old settlers were buried. Among others, the brave Major James Wilson was buried there, and it is undoubtedly one of the oldest burial places in the country.

A stockade was erected at Barrs and used throughout the Revolution. This fort was often called Gilson's Fort, but this is incorrect, for though the Gilson family afterwards owned the land, the transfer from Barr to the elder Gilson was made after the fort was abandoned.

They had a means of communication with Fort Wallace, at least five miles away. On the higher elevations between Barrs and Wallaces were established posts, so that a loud-voiced pioneer or a succession of gunshots could be heard from one hilltop to another, and thus very soon could be carried from a fort in distress to its neighbors. The signal code had but one word, "distress", and when it was heard it was at all times very willingly responded to.

Shields Fort

In 1774 a number of people assembled at the house of John Shields, on the Loyalhanna, five or six miles from Hannastown where, to defend their wives and children, they erected a small fort. The Shields Fort was within communicating distance of Hannastown, Barr's and Wallace's Forts, and when an alarm was sounded the people fled to the nearest. The garrison of these forts also assisted each other at times of an outbreak. Sometimes this fort is called Craig's Fort, though this is incorrect. Craigs were very important and prominent pioneers who lived very near the Shields place.

Pomroy's Blockhouse

Colonel John Pomroy's house stood about a mile from Barr's fort, almost in the direction of the line to Wallace's Fort. The farm on which it stood is recently known as the Walkinshaw farm, and is about one-half mile from Millwood Station on the Pennsylvania Railroad in the direction of New Derry. Wilson's Blockhouse, that of Major James Wilson, was in the same settlement. It was about a mile westward from New Derry.

CHURCHES

Our Lady of Mt. Carmel (title) was built of logs under the direction of Father Terence M'Girr in 1822, two miles from the present William Penn Highway and a little west of Blairsville in a thick woods. It was built for Catholic farmers who found it difficult to attend mass at Sportsman's Hall, the present St. Vincent Archabbey. Father M'Girr was pastor of Sportsman's Hall and attended Mt. Carmel Church until 1830. In the early days Mt. Carmel's surrounding acres served as a burial place. November, 1830 Father Stillinger became the first resident pastor of Blairsville. Mass was read once a month by Father Stillinger until the formation of the parish of St. Martin in New Derry. Mt. Carmel was still in good condition in 1898, but it has fallen to ruins since then.

The people of Derry Township, in good weather, would start for mass at Sportsman's Hall at five o'clock in the morning, and get home about five o'clock in the evening. That is why Mt. Carmel was built. The Mt. Carmel Church was built upon the farm of James McGuire. The scene was one of beauty. Material for the church was secured from the neighboring forest. Mr. McGuire was the designer, contractor, and foreman of the work. After much hard work the church was finished in the summer of 1822. The people worked so hard to build the church that they never bothered to name it.

Anne McGuire prayed each night to "Our Blessed Lady" for a name. She did not want it to be unknown. In a dream, a beautiful lady appeared and said that the church should be called Our Lady of Mt. Carmel. Later, Anne, at the age of twenty, married Mr. John Donohoe in this church. They had nine children. She lived a happy life and finally her coffin was carried into the same church for the Funeral Mass and later was buried under the giant oaks that surrounded the sanctuary named by her.

Soon several larger churches were built by Catholics; the first, St. Vincent's dedicated by Bishop Kenrick, July 19, 1835. It grew rapidly because there was an increase of traveling on the Philadelphia-Pittsburgh Turnpike, which was the main road of commerce in Western Pennsylvania before the building of the Pennsylvania Railroad.

The second church was that of Sts. Simon and Jude, built in 1842 in Blairsville. The canalway which was built from Johnstown to Pittsburgh made Blairsville a main stopping place.

The third church was that of St. Martin built in New Derry in 1856. In 1854 the railroad had been completed and it took the place of the canal. Up until this time people were all farmers. Now the railroad opened coal fields and lumber camps. In 1856 Father Vandergreen established the parish and built a church in New Derry. (1885 he built the church in Ligonier and organized the parish of Holy Trinity.) Mr. Jacob Miller donated a piece of land for the church. (Church for Catholics). Mr. Alexander Bossart of Youngstown was the contractor. The bricks used in the building were made by Mr. Timothy Akers of Millwood. On September 17, 1856 the church was finished and dedicated by Right Reverend Bishop O'Connor under the patronage of St. Martin. Among the early pastors whom baptismal records mention are: Reverend Utto Huber, 1857-1859; Reverend Maurituus Keader, 1859-1861. Another early pastor was Reverend Doctor Ferdinand Wolf.

The first Confirmation Class was in 1863. The boys at this period would take their guns to church and shoot rabbits later. One day a gun exploded and made a hole in the floor of the church. Since then there were no guns permitted in the church. Reverend Father John Martin, 1873-1879, succeeded Father Kearney, 1861-1873; Reverend Father Jeremiah O'Callaghan, 1879-1890; Reverend Father Michael Ward, 1890-1895; Very Reverend William P. Dunlea, 1895-1901; Reverend Father Thomas J. Coulin, 1901-1907; Reverend Father Joseph Gerold, 1907-1918.

From the Ligonier Coal Company was bought the timber tract adjoining the cemetery during the pastorate of Father Gerold. The old unused Lutheran Church was purchased for social purposes. The first marriage of the church was that of George Fosher and Rosanna Rancel, February 2, 1858; first burial, John Sheelan—died November 1, 1858.

History of Latrobe Church of God

The Latrobe Church of God in Cooperstown which is affiliated with the Churches of God in North America, had its birth in November of 1900. At the

HISTORY OF DERRY TOWNSHIP

time of its beginning meetings were held in the different homes and in the summer during fair weather the meetings were held in the grove of the Christopher Yates Farm which at the present time is known as the Havrilla Farm. Mr. Philip Yates, son of Christopher Yates, was responsible for establishing this work in Latrobe.

The Church increased in number and in the Summer of 1902, a church building was erected on the corner of Daily Avenue and route 982, the location of the present bethel. The Church continued to grow and serve the Community and in 1925 because of the growth of attendance in the Sunday School it was necessary to raise the building to make available additional space through the use of a basement.

The church has various activities for young and old people alike. The Sunday School is the teaching department of the church with organized classes under the direction of the Sunday School superintendent, Mr. William T. Dunlap. Every Sunday morning there is a morning service of worship, in the evening Christian Endeavor meetings of the Junior, Intermediate, and Senior Young People after which there is at 7:30 an evening vesper service. Through the week is enjoyed the spiritual powerhouse of the church, the Midweek Prayer Service. Also during the week there are the meetings of the Clara Landis Missionary Society and the Ladies Aid Society. For those who have talent in the field of music there is the Junior Choir, the Senior Choir and the Sunday School orchestra.

Because of the church's interest in serving the community it has been instrumental in organizing the first Cooperstown Civic Club. It helped in organizing and operating the first Boy Scout Troop in the area. For two weeks in June each year, the church conducts a Vacation Bible School to which all the children of the community are invited to attend. The enrollment for the school last year was 120. In order to help raise the spiritual and moral standard and to increase the spiritual influence of the people of the community, a loud speaking system has been arranged in the bell tower. Over this system each Sabbath Day and on special religious holidays, chimes and sacred music are played as an aid to the spiritual observance of these days. The present minister of the Church is Rev. R. L. Auman, who is assisted and encouraged by his devoted wife Fern, and their two children David and Richard.

Due to the continued growth and interest of its members, the church is planning in the near future the erection of the new bethel which shall be large enough and better equipped in order that it may better meet the spiritual needs of its people and the community.

The present Church membership is 136 and the Sunday School membership is 175.

Salem Church

The first settlers in this region around Salem were probably Scotch Irish from North of Ireland. They were mostly of Presbyterian faith. They wanted a living ministry among them so they built a church near the center of Derry

Township at the southern base of "Sugar Foot Hill." This church was a frame tent and a large number of logs used as seats with an aisle up the center in the center of which was a hewn log raised above the rest to serve as a Communion table. The people came here to worship in fine weather. A large number of people could always be accommodated even after the erection of a building for communion services. Salem was the meeting place for large congregations and given the name of Salem meaning "peace." This church has never proven unworthy of this name. Before the close of the 1800's a large log edifice was built 70 by 40 feet in dimensions and capable of holding 800 people. It was built like the style of the churches west of the mountains. There were 3 lengths of logs on each side, the middle section having a recess inside and connected to the end sections by short cross bars. The foundation was stone and the floor was wood. The cracks between the logs were daubed with lime mortar. The seats were of hewn logs and some of sawed plank. An aisle ran from door to door of the building. In time a pulpit was put in opposite the front door, below this ran an enclosure for the clerk. Tradition said this cost 50 pounds. This building was used for more than 30 years. It was located on the southwestern slope of "Sugar Foot Hill." The records at Greensburg show a deed from Jean Taylor of Salem to Uriah Matson, Hugh Culbertson, John Gallaher, William Sterling, and James Guthrie, Trustees of Salem Congregation. They were conveyed 5 acres and a parcel of ground including the church tent and graveyard which was sold to Jean Taylor of Salem by Sheriff Benjamin Allsworth for the deceased Samuel Donald. In spring of 1832, this building was remodeled. The outside was weatherboarded, the walls plastered, new seats were put in and an attractive comfortable house was made. Early in 1848, a boy when filling the stove with shavings caught a strong draught and carrying it to the ceiling set it ablaze. In 1876, a new church was built sufficiently large enough to hold the congregation. In 1790, the four congregations of Salem, Unity, Congruity and Boke Run assembled together and installed Rev. John McPherrin as Pastor but in 1803, he was released. On his release he put a curse on the congregation of Salem charging that they had robbed him. In 1804, Rev. Thomas Moore became minister but was dismissed in April of 1809 by request of the people. The next pastor was Rev. Robert Lee in 1813. He was also released in 1819. In 1818 the congregation was incorporated by act of Legislature. The trustees were, Hugh Culbertson, Robert McMillam, John Gallaher, James Guthrie, and William Sterling. In 1822, Thomas Davis became Rev. In 1840, George Hill was installed as his co-pastor. Mr. Davis died in 1848. The old log church was burned in the earlier part of this year. In 1850, Rev. James C. Carson became pastor. He resigned because of ill health and died in 1870. In 1851, Rev. Reuben Lewis was installed as pastor but he was released in 1855. In 1857, Rev. James Fulton became pastor after eight and one-half years service was released. The members of the old Salem church were men of faith, perseverance and prayer. Prayer meetings were held at private homes on week ends. Their first Monday of each month was called "Monthly Concert" meaning a day of prayer for missions. After the first services there was a brief intermission and a second sermon. Salem is said to be the Church of God.

EDUCATION

Education was started in Pennsylvania a long time ago, in fact, it started when William Penn first said:

"That all persons in this province and territories thereof having children and all the guardians and trustees of orphans, shall cause such to be instructed in reading and writing, so that they may be able to read the Scriptures and to write by the time they attain to twelve years of age; and that they they be taught some useful trade or skill, that the poor may work to live, and the rich, if they become poor, may not want."

The original schoolhouses of this township were not all built of logs, as was generally the case throughout the county, for there were substantial frame buildings prior to the adoption of the free-school system of 1834.

The shorter Catechism was at that time a prominent text book. It is worthy to say here that Governor John W. Geary and his father, Edward Geary were at one time teachers of prominence in this township. Messrs. James McClelland, Joseph Cook, James Long, and John Barnett were noted members of the school board.

Before 1834, the individual teacher was a key man in the community, supported by the contributors of the parents toward the upkeep of the school. In 1834, the uniform act was passed by the Pennsylvania Legislative Act of April 1, 1834, P. L. 170. It was to establish a general system of Education by Common Schools. There was a great opposition to it, particularly from the old Pennsylvania German element, in the eastern counties. Thaddeus Stevens, a member of the Pennsylvania Legislature, contributed to its passage and his name went into the Hall of Fame in school history.

The barest rudiments only were taught and those badly and for small fees. There was very little learning, loose order, and much whipping. Spelling was taught orally. Arithmetic, each pupil studying a different branch of math in a different part of the book, or in a different book. The first task was learning the names of the 26 letters of the alphabet. Children were taught to write by making copy books. Only those who could afford paper and made copy books were taught writing.

The first school established west of Alleghenies; Elder George Adam Martin, a German Baptist Minister, who conducted high school in Somerset glades as early as 1770. Over the Chestnut Ridge, far to the westward, the Lutheran teacher, Balthaser Meyer, established his pioneer school at Fort Allen.

October 1852, teachers organized a County Teacher's Association in Westmoreland County. Meetings were held at New Alexandria, Madison, Adamsburg, and New Salem.

February 10, 1859, citizens of Derry Township in Westmoreland County, met and took this action.

"Resolved, that we consider our schools in a retrograde, in place of a progressive condition. We view the present law as arbitrary, the power being all placed in the hands of the school directors and superintendent, the tax payers

having nothing to say. That we view with indignation that feature of the law which impowers the teachers and directors, absolutely combined, to force on any locality a series of books which it is not the desire of the people to use. That we will support no man for the office of school director that will not pledge himself, if called upon, to cut down the salary of the county superintendent, and use all honorable means to abolish the office."

The County Superintendent of Westmoreland County, Matthew McKinstry at that time received \$550.00.

June 7, 1881, an act was passed, requiring the school boards to allow wages to teachers attending the county institutes.

One grand reason why the schools prospered so well was that there were people in those days who elected their very best men as directors. The territory embracing Derry Township had then 11 schools, now the same territory has 35, including Latrobe, Livermore, and New Alexandria boroughs, and Independent No. 8. The township now has 28 schools. Among the late prominent directors are W. M. Baird, James Fulton, John Irvin, James Nichols, William McWherter, D. K. Shirey, William Brown, S. J. Fishel. Among the leading teachers of a few years ago are F. B. Welty, John Moore, James McWherter, Miss J. M. McGuire, Miss J. Barnett, and many others.

EARLY SCHOOLS IN DERRY TOWNSHIP

Early schools were built on land donated by some farmer, who, in doing this, secured for his children the advantages of a school near by. They located near a spring for a supply of water was necessary, the school also was located centrally, so that it would receive the largest possible patronage from the people.

Prior to 1825, there was no country school house in the county that was not built of logs. The first frame school house was built in Derry Township in 1825, at what is known as No. 7, and was called "Center Union School House." It was four miles above Latrobe, and was closed last year.

The original article of agreement entered into by the citizens of the community for its construction was as follows:

April 5, 1825. A memorandum of agreement entered into by the under-named subscribers, for the purpose of erecting a school house in Derry Township, Westmoreland County, on the lands of Coulter, McCune and McClelland. We do agree that five of us shall be appointed to manage said work and to keep a just account of what each individual pays or does towards it and to settle with and pay any persons who may or does more work or furnish more material for said house than is opposite their respective names.

This agreement has appended to it the names of the subscribers, with day's work, bushels of rye, corn, oats, wheat, and buckwheat furnished by each. James McClelland was the leading spirit in the enterprise and his name heads the list with "12 days' work, 12 bushels of rye, and 12 bushels of oats." Then follows 16 others, each of whom agreed to furnish labor, grain, etc. Their names are as follows: Conrad Rinsel, George Rinsel, Joseph McMaster, Hugh Skelley, Robert Coulter, Feltz Flowers, William McClelland, Henry Rinsel, Alexander

McCune, James H. Johnston, Patrick McDermott, John Latimer, Philip Diamond, James Dunlap, Dennis Conner, Isaac Munson, and John Rainey.

The building was 12 by 12, or perhaps not quite so large, and the ceiling was about seven feet high. It had a door at one end and a window at the other. The writing desks were fastened around the wall. The seats were called "log seats." The room was heated by a tenplate stove. It used wood for fuel. In 1835, the house increased to 6, but the ceiling still remained at its original height. This prevented the master from using the stick as he might have wanted to. It stood and did service until 1853, when it was torn down. A new one was erected in the same place. It was built this time by Philip McGuire. He died about 15 years ago. In 1904, the 3rd house was erected near the original site.

The nearest schools were at New Alexandria, then called Dennison town, about four miles northeast of the William Penn highway. The general management of the schools can be gathered from the following agreement written by James McClelland and dated May 5, 1825. I obtained this agreement from a book in the Court Library at Greensburg.

"(Article of agreement made and concluded upon by and between William Lovergood of the one part and the undernamed subscribers of the other part: Witnesseth, that the said William Lovergood for the consideration hereinafter mentioned doth agree to teach reading, writing, arithmetic, at the rate of \$5.00 per scholar per annum, agreeable to the best methods he is acquainted with, for the term of three, six or nine months or one year, the parties reserving a liberty of withdrawing at the end of every three months by giving a month's warning, and during which time the said Wm. Lovergood doth also agree to keep good rules and regulations in school and observe regular and proper hours of attendance and pay strict attention to improve the minds, manners, and morals of such children as may be entrusted to his care, and to have an eye over them during the hour of recreation and likewise to permit the trustees or any of the subscribers to visit the school as often as they may think proper.

For and in consideration of the above obligation being duly performed by the said Wm. Lovergood, we do obligate ourselves one and each to pay the said Wm. Lovergood the above sum in proportion to the number of scholars next our names in the following manner, to wit:

One-half in cash, the other in wheat, rye, oats, or corn at the following prices—wheat, 5 shillings per bushel; rye and corn at 3 shillings and oats at 20 cents. We do also obligate ourselves to furnish a comfortable house to teach in with a sufficiency of fuel. The said payments to be paid at or near the end of every 3 months if required and to be delivered at any place fixed on by the teacher within three miles of the school house.)"

The first school taught there was in 1826. The teacher was Robert Ceiven, who became judge of the Westmoreland County. William Dennison taught there in 1827. James Kelly in 1828, Craig McClellan in 1834, W. A. Nichols in 1835, W. H. Cochran in 1836.

Jane Henry was the first woman teacher in Derry Township, she taught in 1838. Next Eliza Mitchell, 1840, Jane Marshall (Mrs. Sterling) 1842, Martha

McCune, 1843, and Elizabeth Woods in 1844. Twenty dollars per month was the highest wages paid in 1830, they taught two terms a year of three months each.

DERRY TOWNSHIP HIGH SCHOOL

The main building, or the front part, of the Derry Township High School was erected in 1923. The plans were drawn up by architects Bartholomew and Smith, and contractors were immediately employed to begin work on the building. Carstensen and McRain were employed for General Work; W. J. School Co. took care of installing heating devices; and W. F. Burhenn was given the responsibility of installing our plumbing fixtures. After the building had been completed, the Blairsville Electric Supply Company was employed to give our school a modern method of electricity.

When the building was first opened in the fall of 1923, Mr. E. L. McMurren was employed as our first high school principal. During the terms of '24, '25, and '26, Mr. I. U. Henderson was our high school principal. In 1927, this position was assumed by Mr. Ronald Coulter, our second principal and football coach. A few years after he was employed, however, it was decided that the high school had grown to such a degree that it could afford a full-time principal, so Mr. Coulter was relieved of his duties as football coach. While Mr. Coulter was serving in the army during the terms of '43, '44, and '45, his duties were assumed by our biology teacher, Mr. Beck. Our present high school principal, Mr. M. J. Kurtz, was promoted in the fall of 1947 from teacher of American History to the executive position of the high school.

The first school directors to meet in the new high school were:

J. H. Morrison, President	W. L. Devinney
W. C. Latimer, Vice President	T. S. Syster
C. C. Burk, Secretary	G. C. Flickinger
D. H. Brubaker, Treasurer	

The supervising principal at that time was Seiler P. Geist who left, after completing thirteen years of service, in 1939. Since then, we have had Mr. Carnack (1939-1947), Mr. Ernest Ralston (1947-1948), and Mr. Hardy (1948-), our present supervising principal.

In 1929, an addition was made to our high school. This gave us the back part of the building beginning with the rear hall. The gym and locker rooms were included in the installments made with the addition. Prior to this time proms, banquets, and many other get-togethers had been held in the Veteran's Hall in Derry. Today the gym is used for many purposes: dances, basketball games, parties, and meetings.

The architect who planned this section of the building was Charles H. Sorber. The building was contracted by the Pohland Brothers of Latrobe, who took care of the general work. The Keystone Heating Company was contracted for the heating and plumbing fixtures. The school directors who voted for the addition were:

HISTORY OF DERRY TOWNSHIP

G. W. Bundy, President
C. H. Dunlap, Vice President
W. E. Jobe, Secretary
J. N. Trimble, Treasurer

W. D. Dunlap
Albert Long
F. E. Bergman

The school has made rapid strides since then in the curriculum, in extra-curricular activities, and in athletics. Our curriculum here includes four departments, as contrasted with the one department or the Academic Course which existed until the term of 1928.

Today we have the Commercial Course which prepares young stenographers and clerks for a business career; the Vocational Agriculture Course which trains future farmers in the fields of dairying, animal husbandry, crop care and rotation, etc.; the College Preparatory Course to give young hopefuls a firm foundation for future college studies; and the General Course to give an undecided student a general training in many phases or for many types of work.

Our languages include Latin and French; our mathematics include General Mathematics, Algebra, Plane and Solid Geometry, and Trigonometry; and our science includes General Science, Biology, Chemistry, and Physics. All these subjects are required of College Preparatory students, as well as being available for General and Agricultural students who wish to take them.

In our Commercial Department, we have two sections; the Clerical Commercials and the Secretarial Commercials. They differ only in that Clerical students take an extra year of Bookkeeping while Secretarial students are taking Shorthand. Both groups are thoroughly trained in the use of such office equipment as mimeographs, mimeoscopes, calculators, duplicators, dictaphones, and typewriters. The past few years have seen a great improvement in our Commercial Department with many new machines being added.

In addition to their classroom activities, members of the agriculture classes are also instructed in the use of lathes, crosscut saws, welders, and many other such devices in the shop provided behind the school. They also go on field trips, engage in judging contests, and carry farm projects as supplementary work.

In many ways our curriculum has become outdated; however, it has many good features yet and many of the bad features are slowly but surely being improved in the hopes that in the near future we will again be a leader in modern education. These hopes are now in the hands of the present school directors:

Matthew Ihli, President
George Smerak
Mike Ginninni
Joe Boerio

Thomas Burd
George Gera
Joe Cinibulk

Extra-Curricular Activities CLUB HISTORY

An excellent definition of education is "discovering and developing your abilities and learning how to put them into use for the good of mankind."

Consequently, to provide a complete educational plan, you must offer something more than "book learning." The best form of subsequent work is found in extra-curricular activities, and of these our high school has plenty. Since these activities mean so much in the molding of good citizens, we feel that a thorough history should be included in our history of the high school.

Agriculture Club

One of our first clubs was the Agriculture Club which was organized in 1925 by the students of the agriculture class with the objective of further developing the work of the Department of Agriculture. The Department of Agriculture had been set up at Derry Township earlier in 1925 by the County Supervisor of Agriculture, A. E. Mack.

F. F. A.

On June 19, 1930 the Derry Township chapter of the Keystone Branch of the F. F. A. replaced the Agriculture Club. The reorganization was under the supervision of the Agriculture teacher, Mr. Martz. The F. F. A. holds a formal initiation each year in the workshop behind the high school. Our present Ag. teacher and F. A. A. adviser is Mr. Randall Campbell.

School Paper—Broadcast Club

The first school newscarrier was "The Arrow," a semi-annual publication first put out in 1926. In 1932, however, the name was changed to "Der-Tow," a more expressive appellation, and the publication became semi-monthly. The school paper was discontinued altogether in 1948 and was replaced by the Broadcasting Club sponsored by Mrs. Marie Lattanzio, who was at that time Miss Brindle. The Broadcasting Club presents a semi-monthly broadcast and sponsors the Snowflake Coronation, our semi-formal.

Library Club

The Library Club is an educational organization without which D. T. H. S. would be lost. It was formed shortly after the library was installed in 1927 and is composed of a group of students that give up one period every day to help their fellow students. The duty of the librarians is to check shelves, send books away to be rebound, keep the library quiet, and find books for the students. Today the organization is under the direction of Mr. John Pilato.

Blue and Gold

In 1928, the first volume of the "Blue and Gold" came out, edited by the junior and senior classes and dedicated to Mr. Coulter, the high school principal. Since then each volume has been dedicated to some honorable personage, incident, or ideal. The book has been improved each year and this year's junior and senior staff has put forth its best efforts to make this volume the best ever presented. The theme is "Country Style" and the cover is gaily decorated with the picture of a farmer's daughter.

Hi-Y Club

During the second semester of 1928, the Hi-Y Club was organized under the leadership of Mr. C. S. Nagel. Its first officers were: Eugene Pyle, president;

Cloyd Kalp, vice president; Bus Winebrenner, secretary; and Emerson Campbell, treasurer. After having met the requirements and obligations of a Hi-Y Club, it was united with the National Hi-Y organization as an official club at the end of the 1928-29 term. Presently, the club is supervised by Mr. Bruno Conti.

Home Room Banker

The plan of educational thrift services for student banking was adopted at Derry Township High School in 1928 with Miss Pauline Bowers as the faculty adviser. Each room had a student banker who took care of the money entrusted to her by her roommates. This practice has since been discontinued and replaced by home room secretaries, who also take charge of all the cash records.

Junior Chamber of Commerce

The Junior Chamber of Commerce was organized during the second semester of the 1929 term under the direction of Miss Pauline Bowers. A meeting was held in the auditorium and officers were elected. Anyone who was taking the commercial course or part of the commercial course was eligible for membership in the new organization. The purpose of the Junior Chamber of Commerce was to bring the students of the Commercial Department into a more direct contact with business administration and commercial activities.

Commercial Club

Junior Chamber of Commerce became the Young Men's and Women's Commercial Organization in October, 1932 under the direction of Miss Bowers. The purposes of the organization are: to instill worthy business ethics and ideas; to encourage high standards of efficiency and achievement in things pertaining to business practice; and to come in contact with business administration and commercial activities. The practice of senior commercial students becoming secretaries to the faculty began in 1932.

French Club

Le Cercle Francais was organized in 1930 for the students of the French language. Each student must meet certain standard regulations before he can join the club. The aims of this organization are to develop interest in French life, language, and customs; to improve facility in speaking French; and to create an interest in many international affairs.

Scrapbook Club

The Scrapbook Club was organized October 26, 1931 under the direction of Miss Bowers. Membership after the original organization was based upon the decisions of the members. Scrapbooks were kept by each of the members and filled with snapshots, clippings, and anything else of special interest that may have occurred during the year. At the close of the school term these scrapbooks were placed on exhibit and judged. The activities were very interesting and many of the resulting books were works of art.

Student Council

The Student Government Association of Derry Township was established by a vote of the student body January 14, 1932, when they accepted a con-

stitution recommended by a committee composed of the president and selected members from each class. The purposes of the Student Government Association are: to direct student activities; to maintain good government in the school, especially by fostering the civic features of self-control, courtesy, cooperation, and obedience to lawful authority; to maintain the standards of truth, honesty, and duty; and to encourage the practice of good citizenship among the members of the school. The Association consists of members elected from and by the student body; two members from each junior and senior home room, and one member from each of the freshman and sophomore home rooms. Mr. Struble is the club adviser.

History Club

A historical society was formed shortly after the opening of school in 1932 under the leadership of Miss Burd and Mr. Storer. At the first meeting the club was addressed by historian Walkinshaw who is mentioned in *Pomroy's Blockhouse*. After the address, the members decided to call the club the John Pomroy Historical Society. The purpose of the club is to study the history of Derry Township and Westmoreland County. The organization was discontinued in 1943, but it was reorganized in 1949 under the leadership of Mr. John Pilato. The name was then changed to the Benjamin Franklin History Club. The club's biggest project thus far is the writing of this book.

Debating Club

The Debating Club was organized during October, 1932 under the direction of Mr. Shirey. Our school was placed in the same section and class as Greensburg, Latrobe, and New Florence by the Westmoreland County Debating League, sponsored by the Westmoreland County Principal's Association. Each of these schools was met by both our affirmative and negative teams.

Inter-National Relations Club

In October, 1933, the Debating Club was replaced by the Inter-National Relations Club under the direction of Mr. Shirey. The main objective of the organization was to broaden the students viewpoint on problems of the day. It also aided in encouraging student participation in the practice of talking on world-wide topics, and developing greater facility in speaking. The club also offered more opportunity for a greater number of people to take part in such forensic activities as public debates and public speaking.

Forensic Club

Through their work with the National Forensic League while participating in debates and public speaking, the club became affiliated with that organization in 1935 with Mr. Shirey still in charge. The activities of the Derry Township Chapter of the National Forensic League includes work in Dramatics, Humorous, Oratorical Declamations, Original Orations, and Debating.

Latin Club

Shortly after the beginning of the 1932-33 school year, the Roman Republic was reorganized under the leadership of Miss Rita Short and Miss Norma Hogan and was renamed the Latin Club. Its purpose was to create and extend

interest in the Latin life and literature. The membership of the club is limited to Latin students, and is today under the direction of Mr. Ernest Caputo.

Scouting Club

The Scouting Club was organized during October, 1933 under the direction of Miss Swartz and Miss Phillips. It had a membership of 197. The purposes of the club were to create an interest in sports; to study first aid; and to learn more about outdoor life. The club went on hikes, attended athletic games, and in every way possible helped out around the school.

Sports Club

The Sports Club was organized in October, 1933 under the supervision of Miss Swartz. In 1935 they established and equipped a health room. Some member of the club was on duty each hour of the day rendering first aid to the student body. Today the health room is kept neat and clean for the ailing members of the student body by Mrs. Fritz and her Nurses Aides.

Serenaders

The Blue and Gold Serenaders were organized by Mrs. Beck in 1933 as an extra-class activity. They were accepted with such enthusiasm that they were soon slated as a permanent feature in Derry Township. Nearly each year a different group of boys appeared in the organization. You might say that the Boys' Quinter of today is a vocal counterpart of the instrumental Blue and Gold Serenaders of yesterday.

Tri-Hi-Y

The Tri-Hi-Y Club was organized October, 1933 by Miss Dory. This club is affiliated with the Western Pennsylvania Council of Federated Tri-Hi-Y Clubs and the state committee of the Young Men's Christian Association. The purpose of the organization is to provide a parallel organization to the Hi-Y for boys. It stands for the same purposes as the Hi-Y Club: "To create, maintain, and establish throughout the school and community higher standards of Christian character."

Honor Society

During the second semester of the 1935-36 term, a chapter of the National Honor Society was installed in the high school through the efforts of Mr. Coulter, the principal at that time. The objectives of this organization are four in number: to create interest and enthusiasm for scholarship, to stimulate a desire to render service, to promote worthy leadership, and to encourage the development of character in pupils of Derry Township. Membership in this society is based on scholarship, service, leadership, and character.

Candidates eligible to election in the chapter have to stand in the first third of their respective classes in scholarship. They must have spent at least one year in our high school. No more than fifteen percent of the senior class and no more than five percent of the junior class can be elected to membership in the chapter. The membership of the society is limited to the pupils of the junior and senior classes only. A formal initiation is held each year at a special assembly of the student body in the auditorium.

The first members were: Catherine Sledge, Helen Ray, Rena Vachal, Evelyn Burd, Metro Spewock, Blair Stitt, and Fred Slezak. They were presented with the adopted emblem of the National Honor Society by Mr. Coulter at a special assembly of the student body on April 29, 1936.

Monogram Club

To urge our athletes to train and to cooperate with the faculty and their fellow classmates, the Monogram Club was formed in 1935 by the athletic coaches of our school. The organization also creates more unity and friendship among the lettermen. Admittance to the club is gained only by those who have earned a letter in any one of the four major sports of football, basketball, track, and baseball; as a cheerleader; or as a manager. Thus, more interest in athletics is created because the competition is so keen. In every way possible, the athletic program of Derry Township High School is boosted by the Monogram Club.

Football

Football was introduced at Derry Township in the fall of 1925 when our first eleven took the field under the direction of our first football coach, Mr. R. R. Gray. At that time, few thought or even dared to think that in the near future, Derry Township would be master of the gridiron in Westmoreland County and in Class B of the W.P.I.A.L. But that's what they could boast of after the 1930 season. On October 25 of that year, a call was issued for candidates and about fifty answered. At that time little was expected toward a successful year; few of the candidates went over the 155 pound mark and it was Mr. Paul Shaw's first year as coach at our school. However, the season showed twelve wins and no losses. The student manager that year was George Smetak.

Basketball

The first Derry Township basketball team was organized by Carlisle Lewis, with the aid of Mr. Coulter, in the term of 1928-29. The basketball activities were brought to a close with the Basketball Banquet which was held in Veterans' Hall at Derry. The banquet was arranged and carried out by Miss Hogan, girls' basketball coach. Today there is no separate banquet held for each sport, but all are combined in the All-Sports' Banquet. The second year our school entered Section XII of the W.P.I.A.L. and, after getting off to a slow start, managed to end the season in third place. Last year the team took over the Westmoreland County Section XI.

Baseball

In 1947 baseball was added as a new sport to our school and soon became a favorite among the boys. We became a member of the W.P.I.A.L. and played such schools as: Jeannette, Penn Township, Blairsville, and Greensburg. The squad was first coached by Messrs. Kurtz and Egli, but is today under the capable direction of Mr. William Weber. Last season was one of the best up to the present time.

Track

Derry Township not only produces some top-flight basketball, football, and baseball teams, but we also can be counted on to put out a strong track and

field squad each year. Track got its start as a sport at Derry Township along about 1944 or 1945 and has improved each year until it has become one of our foremost major sports. Even though it isn't dramatized, it deserves a lot of credit.

Cheerleaders

Our first cheerleaders came onto the field in 1931. They were trained by Mr. Stackhouse at that time. The outfits consisted of white trousers and blue jerseys. Among the first were Lean Armor, "Bud" Blair, Mary Lou Steele, Eddy Allison, Frances Steele, Zella Brubaker, Kenny Kisswiger, and Iva Claire Brubaker.

Managers

There are student managers in each of the major sports at Derry Township. They help the coaches in many ways: by taking care of equipment, by seeing that everything is packed for each game or meet, etc. We have had these student managers ever since the first football season of 1925-26 when John McCombs started the ball rolling as the first student manager.

Personality

The Personality Club was organized several years ago under the supervision of Miss Kathryn Nicol and is composed of senior girls. The purposes of the club are to teach the girls poise, charm, cooperative living in a democracy in which they will soon play an active part, and many other traits vital to good citizenship.

They also purchase gifts beneficial to the entire student body. In 1945, for example, they arranged with Mr. James Parker to build an outdoor football scoreboard. This scoreboard was completed by the end of the 1945 term, and was first used for the initial game of the 1946 football season. Mr. Parker would accept no payment for his work.

Music Club

Although the Music Club is not an old organization, the two groups which joined forces to form it are. They are the Vocal Department and the Instrumental Music Department. These departments are two of the most active in the school. The history of the Vocal Music Department dates back to 1927 when the Boys' and Girls' Glee Clubs were first organized.

Vocal Music

The Girls' Club was under the direction of Miss Louise Mailey, and the Boys', under the direction of Messrs. B. W. Saler and Eugene McKelvey. During the 1928-29 term, "The China Shop," a Chinese Operetta, was presented under the combined direction of Miss Mailey and Mr. Saler. This was not only the first operetta in the history of the high school, but also the first time that a capacity crowd appeared two nights in succession, April 11 and 12. Later a Mixed-Chorus was organized and was composed of the best from both of the other groups. Mrs. Markle has since added a Senior Chorus, a Senior Trio, and a Boys' Quintet to her list.

Orchestra

Up until the term of 1928-29, the school had no musical organization at all, but with the coming of Mr. Martz came the formation of a school orchestra. Those students possessing musical talent were gathered together under the capable supervision of Mr. Martz, head of the Department of Agriculture, and they worked diligently to increase the prestige of the school. Our present orchestra leader is Mr. Delfino Calvo who hails from the city of Indiana.

Band

At the close of the 1930 school term, it was decided to attempt the organization of a school band. A number of students purchased instruments and received instruction during the summer months. At the beginning of the school year, 1930-31, the band was organized with a membership of 27, and Mr. Beck as the director. The first practices were utter failures and they soon realized that it takes longer than three months to learn the fundamentals of music and gain sufficient working knowledge of a wind instrument.

However, after another year's practice, they were good enough to go on the field. When they made their first public appearance on October 17, 1931 at the Youngwood game, there were only 21 musicians. The score of the game, incidentally, was 0-0. They have upheld their spirit by their faithful attendance at nearly every game for the last 20 seasons. In addition, they have often appeared in parades, in field day appearances, and in high school days at Indiana State Teachers' College.

Majorettes

Our first drum major was John Doherty who marched first in 1932. In 1940, the drum major was assisted by two twirling drum majors, later known as majorettes. That year there was one boy and one girl: Ernest Black and Helen Osinkoski. By 1942, they were known as majorettes and were five in number: Moritz, Mickey, Cyphert, Bertsch, and Gelston. In 1949 something new was added when six sophomore girls became Derry Township's sweater girls. They were: Genevieve Gozdik, as W-Twp.; Marian Huftman, as D; Julia Novella, as E; Joan Wolford, as R; Jane Chemski, as R; and Joan Gozdik, as Y. There were also two grade students that year who acted as mascots. They were Jane McCurdy and Elaine Belsole.

Ushers

The Ushers Club was organized in 1949 under the guidance of Mrs. Stump with a goal of greeting the people of Derry Township cheerfully and willingly on the occasion of their visits to the high school. The club is limited to junior girls only, and is now under the direction of Mrs. Nell Marie Kist. You can see the girls in their snappy blue and white uniforms at nearly every stage activity presented.

BEAR CAVE

Within the limits of Derry Township, we find probably the greatest natural curiosity of the county. It is the "Bear Cave." This huge cavern is located in the Chestnut Ridge. Hillside is believed to be the nearest town to it.

Many stories had been written describing this great wonder of nature which appeared from time to time in various books, newspapers and magazines. This was probably about the year 1840. Before that time, the Bear Cave was locally well known.

The first exploring party to write any account of their findings came in 1842. Their article appeared in the Pittsburgh Christian Advocate describing a visit to the Bear Cave in Westmoreland County. Although a thorough examination of the cave had not been made, their recounts of the various divisions of the cavern greatly impressed those who read them.

Another exploring party made up of the well known men from around Blairsville made their explorations in November of 1842. In the Blairsville Record, they planned to make a thorough examination of the Bear Cave. Divided into two parties upon entering the cave, one went to the left, the other headed to the right. They came upon deep cracks in the rock and passed over deep fissures, hearing far beneath them the sound of underground waters. The depth of which is not known for the light from their torches wouldn't penetrate, nor the stones which they dropped into it be heard to fall to the bottom.

Undergoing much difficulty, traveling on their stomachs and sliding over the rough surface, and stooping low to walk, they traveled inward a distance of 1947 yards, where they ended up in a room like cavity where their journey was ended.

PRIMITIVE ROADS AND METHODS OF TRANSPORTATION

There were many primitive roads and Indian trails in this section of Westmoreland County. Little is known of those roads excepting those of which we can remember. One of the chief trails of our forefathers was from Thannopin's Town in Ligonier, two miles above the forks of the Ohio on the Allegheny River. Many trails met and crossed at the crest of the Laurel Hill Mountains at Ligonier. The trail from Ligonier to Thannopin's Town, it is believed, went westward on the north side of the Loyalhanna Creek through Derry Township until it crossed the creek again a short distance above where the Nine-Mile Run flows into it. It is believed then to have continued down on the west side of the creek, farther inland from the edge of the stream and in all probability leading slightly to the northwest for a distance of about 5 miles where it forked. One of its branches then went westward to Thannopin's and the other trails to the Kiskiminitas. This trail is the trail used by Captain Haselet and General Forbes on their way from Ligonier Stockade to Fort Duquesne on the Allegheny River during the French and Indian War.

PROGRESS AND DEVELOPMENT

Until after the Civil War the chief interest in Derry Township was agriculture. The settlers in this section influenced by the labor and toil of their ancestry became firmly attached to the soil and were given the name gleboe adstructes. The opportunities offered to the farmer and the good and excellent

management of the fertile soil along with the habits formed in those born on the land who regarded agriculture as the main occupation for the development and civilization of the country made farming in this section both profitable and comparatively light of labor. And so unknowingly the inhabitants of the township cared little for the mines which were becoming larger and larger and containing more wealth than the soil itself. They regarded this section of the Ridge to be the poorest, valueless, most undesirable land in the whole country.

After the Civil War the period of modern development began. Lumber and mining became of interest to the county. When the old furnaces and forges were in operation along the Upper Conemaugh more and more demands were made of the farmer. The country cried for products of farms. The value of animals raised on farms was raised and with the building of the Canal the market value of all farm products increased considerably to what it had been before and to what it was in other more remote parts of the country. The farming interest in Derry was made most desirable by the facilities for transporting and marketing agricultural products. The farmers were in their glory, they had an easy outlet, a good market, and good men to deal with.

With the coming of the Pennsylvania railroad, the farming interests in this section of Southwestern Pennsylvania were on a down road. With the road came a new generation more active and advanced than those already here. A generation entering into the business affairs of the world. The new men came in with the Railroad to live with it and by their existence here perfected a new change for the betterment of the county. By their efforts the timber and bark of our trees which before had been allowed to decay and be destroyed became one of the great staples of Westmoreland County when sawed into lumber. The people came from the farms to work in sawmills and mines at wages much higher than those ones got for the hard and endless labor of a farm. Good quarries of sandstone on the side of the Ridge were once thought to be worthless. Stone was put on the market. And now after quite a few years, stone is used in building the houses in the cities and viaducts and culverts of the railroad itself. And the recently found bluestone was transported and was used in paving some of the thoroughfares of Pittsburgh.

CHESTNUT RIDGE TRANSPORTATION COMPANY DERRY, PENNSYLVANIA

As the township grew, a method of public transportation was needed. Not everyone had an automobile or other means to take them wherever they wanted to go. The Chestnut Ridge Transportation Co. filled this need. It has grown steadily and now serves the people who live between Blairsville and Greensburg.

The first certificate was issued to them in June 1924, with the route running between Derry and Blairsville. The first two buses, Fageols, were transported to Derry from Los Angeles, California, by rail on flat cars! It is interesting to note that the fare from Derry to Blairsville at that time was 60c compared to the present fare of 25c. In June 1928, a certificate was issued to operate buses between Latrobe and Greensburg. In 1933, the buses were

HISTORY OF DERRY TOWNSHIP

operating between Derry and Latrobe. The consolidation of all the certificates was effected in 1935, whereby the route began in Blairsville and terminated in Greensburg.

As the demand for more bus service grew, more buses were put into use. From time to time, a need developed in small villages for bus service. Torrance was an example. Buses operated between Derry and Torrance at the times most needed. People from Derry and neighboring towns rode to Torrance by bus. These usually were workers in the kitchens or wards. However, with so many persons using automobiles, the Torrance service was transferred to David Piper. He is rendering service from Cokeville to Torrance, under a temporary certificate. In 1948, buses began operating between Derry and Latrobe by way of Kingston and West Derry. Several trips are made to New Derry, eastward or westward.

Buses were purchased whenever it became necessary. Various makes of buses have been in the fleet of Chestnut Ridge. Among them were Stewart, White, Yellow, Reo, and GMC. At the present time, Chestnut Ridge has a fleet of 12 buses all GMC. All the buses have been numbered consecutively. The present fleet numbers are from No. 22 to 33. The earlier buses had seating capacities from 17 to 29 passengers. There now are 3 buses that seat 31 passengers, 4, 32; 1, 37; 3, 36; and 1, 27. The 37 passenger is the parlor coach type. It is used extensively for charter work. Four of the buses are diesels; the remaining 8 are gas powered.

The charter work comprises many trips for the different sports of the surrounding schools. Also, church groups and social clubs make charter trips. Some of the factory plants charter buses to take them to the Civic Light Opera, baseball games, hockey games, and some for just touring Pittsburgh. Chestnut Ridge is permitted to go to any point in the state of Pennsylvania. They have no interstate certificate. For the first time in the history of the company, buses did not operate due to a severe snowstorm. From November 25 to the afternoon of November 27, 1950, there was no bus service! A chartered bus made a trip to Pittsburgh on the 24th and could not make the return trip until November 27th.

The Chestnut Ridge Transportation Company is located on West Second Street Extension, in the building formerly occupied by Westmoreland Railway Lines. The office is located in the front of the structure, with the garage and workshop being located in the rear. The officers of the company are: H. Glenn Parrish, President and Superintendent; J. M. Nicholson, Vice President; J. Fred Kuntz, Secretary-Treasurer.

Four men work in the shop. These men are mechanics who do all the repair work on the buses, change tires, make replacements of bus parts, etc., and in general see that the buses are in good running condition. A maintenance book is kept for the purpose of knowing how much gasoline and oil is used; also the mileage accumulated. Each bus has a sheet where all this information is recorded daily. This way, it is easy to tell which bus is using the most gasoline, etc. There are between 10 to 12 drivers. These men also make the chartered trips.

HISTORY OF DERRY TOWNSHIP

A new man usually accompanies an older driver for a short period to get him acquainted with the bus route and fares. He is then put on a run for a trial period. If he is not particularly suited to the job, he is gently told so. Otherwise, he becomes a member of the group.

Up until July 15, 1951, round trip tickets between the various towns were available. There are *no* round trip tickets anymore. There are school tickets at a special rate and monthly tickets. The most popular ticket is the zone ticket. All rates and changes to the certificate or additions to the certificate must first be authorized by the Pennsylvania Public Utility Commission before being presented to the public.

A summary of company statistics for 1950:

Total passengers	1,472,076
Charter trip passengers	12,401
Route mileage	494,293
Charter trip mileage	27,472
Gasoline for buses (Fuel and Gas)	104,590 gallons
Oil for buses	1,311 gallons

DERRY TOWNSHIP STUDENTS WHO GAVE THE SUPREME SACRIFICE DURING WORLD WAR II

ANTHONY "TONY" ANTOLIK
MICHAEL BANAS
PAUL G. BERNAT
JOSEPH BLATNIK
JOSEPH BURD
GEORGE R. CARNS
WILLIAM FIORINA
STANLEY FLASICK
EUGENE FORD
CHARLES "PETE" GUNDZE
JAMES HELD
JAMES JOHNSON
GEORGE JOHNSTON
ANTHONY KOVALISH
ARTHUR LYNCH
FRANK MROZINSKI

ROY OVERTON
NELSON PALMER
GEORGE PARKER
MICHAEL PAULISINECZ
EUGENE PETRARCA
RALPH G. PIPER
GEORGE SHERMATEK
MELVIN SHRUM
JOSEPH SKWARA
WILBUR STEPHENSON
CLARENCE STEWART
HARRY STRONG
JULIAN USCHAK
CARL WARHEIT
GLENN WILBURN

